SB 59

SENATE STATE AFFAIRS COMMITTEE

BILL NUMBER SB 59

SPONSOR Sturgulewski

BILL TITLE Mandatory seatbelts

DATE REFERRED 1-9-89

HEARING SCHEDULED 2-1

FISCAL NOTE PREPARED ✓

SPONSOR CONTACTED ✓Melissa 3818

INTERESTED PARTIES CONTACTED

no ✓ Joe Hayes 586-2660, #606 (Baranof)

opp ✓ Frank Bickford, Safety Belt Coalition 586-2660

✓Gail Horetski, Public Safety - Mike Lewis 4322

✓Steve Kaluzna, AK Peace Officers Assoc. 586-2780

out of town till Friday — Karen Lauper, MADD 463-4000 SEARCH

left message — Rocky Plotnick - Weller 364-3239

✓Mark Johnson, OHSS (EMS) 3027 [illegible]

Frank Bickford
DIRECTOR
(907) 561-7525

SAFETYBELTLAWS
SAVE LIVES

ALASKA SAFETY BELT USE COALITION
360 W. Benson, Suite 101
Anchorage, Alaska 99503

OTHER

SB59OPP.TXT - oppose
SB59JENS.TXT - support

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: CS SB 59 (SA)
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: An Act relating to mandatory use of safety devices in motor veh.
Sponsor: Sturgulewski
Requestor: Senate State Affairs

Agency Affected: Health & Social Services
BRU: Statewide Health Services
Component: EMS

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Elizabeth Ward, Director — E. Ward — Phone: 465-3090
Division: Public Health — Date: 2/9/89

Approved by Commissioner: Myra M. Munson — Myra M Munson — Date: 2/15/89
Agency: Department of Health and Social Services

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

offered 2-1-89

By: Senator Adams

Amendment to SB 59:

add under subsection (c)

(3) a motor vehicle exempt under AS 28.10.011 (11).

Failed

NO - Pourchot
Uehling
Faiks

YES - Adams

Sec. 28.10.011. Vehicles subject to registration. Every vehicle driven, moved, or parked upon a highway or other public parking place in the state shall be registered under this chapter except when the vehicle is

(1) driven or moved on a highway only for the purpose of crossing the highway from one private property to another, including an implement of husbandry as defined by regulation;

(2) driven or moved on a highway under a dealer's plate or temporary permit as provided for in AS 28.10.031 and 28.10.181(j);

(3) special mobile equipment as defined by regulation;

(4) owned by the United States;

(5) moved by human or animal power;

(6) exempt under 50 U.S.C. App. 501-591 (Soldiers' and Sailors' Civil Relief Act);

(7) driven or parked only on private property;

(8) the vehicle of a nonresident as provided under AS 28.10.121;

(9) a commercial interstate vehicle under AS 28.10.141;

(10) transported under a special permit under AS 28.10.151;

(11) being driven or moved on a highway, vehicular way, or a public parking place in the state that is not connected by a land highway or vehicular way to

(A) the land-connected state highway system, or

(B) a highway or vehicular way with an average daily traffic volume greater than 499;

(12) a mobile home as defined by regulation;

(13) an implement of husbandry operated in accordance with the provisions of AS 19.10.065. (§ 7 ch 178 SLA 1978; am § 1 ch 54 SLA 1979; am § 1 ch 99 SLA 1983; am § 3 ch 60 SLA 1986; am § 3 ch 26 SLA 1987)

Effect of amendments. — The 1987 amendment added paragraph (13).

Sec. 28.10.021. Application for registration. (a) The owner of a vehicle subject to registration shall apply for registration under this chapter by properly completing the form prescribed by the commissioner under AS 28.05.041. Before the issuance of a certificate of registration by the department, the owner shall pay all registration fees and taxes required under this chapter and federal heavy vehicle use taxes required under 26 U.S.C. 4481 (Internal Revenue Code of 1954) and shall comply with any other applicable statutes and regulations.

(b) At the tir
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(c) An emplo
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ch 58 SLA 198

Effect of amend
1985 amendment del
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subsection (a).

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sentence of subsect

Sec. 28.10.041
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(2) the applica
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(3) the applica
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(4) the vehicle
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(5) the departm
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having a valid li

(6) the registra
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(7) the require

(8) the vehicle
regulations autho

(9) the vehicle
AS 28.32.010;

As required by AS 28.22.200(b), following is a list of areas that are exempt from the mandatory insurance law. As of 9/01/86 these areas are also exempt from vehicle registration per AS 28.10.011(11) amended in 1986 legislature. and mandatory child safety devices.

June 10, 1986

Adak
Afognak
Akhiok
Akiachak
Akiak
Akolmiut
Akulurak
Akutan
Alakanuk
Alatna
Allakaket
Amakdedori
Ambler
Amchitka
Angoon
Aniak
Annette
Anvik
Arctic Village
Atka
Atkasuk
Attu

Baranof
Barrow
Beaver
Bell Is. Hot Spgs.
Belkofski
Belmezok
Bettles
Bettles Field
Biorka
Birch Creek
Brevig Mission
Buckland

Candle
Canyon
Cape Pole
Cape Yakataga
Chalkyitsik
Chandalar
Chaniliut
Chakaktolik
Chase
Chatham
Checching
Chenik
Chefornak
Chernofski
Chevak
Chichagof
Chignik
Chignik Lagoon

Chignik Lake
Chisana
Christian
Chuathbaluk
Clark's Point
Cold Bay
Crooked Creek

Deering
Diomede

Edna Bay
Eek
Egavik
Egegik
Ekuk
Ekwok
Elfin Cove
Elim
Emanguk
Emmonak
English Bay
Excursion Inlet

False Pass
Flat
Fort Yukon
Fortuna Ledge

Galena
Gambell
Golovin
Goodnews Bay
Grayling
Gustavus

Hawk Inlet
Haycock
Holy Cross
Hooper Bay
Hughes
Huslia
Hyder

Iditarod
Iguigig
Igushik
Iliamna
Ivanoff Bay

Kachemak
Kaguyak
Kake
Kakhonak

Kaktovik
Kalskag
Kaltag
Kanatak
Karluk
Kasaan
Kashegelok
Kasigluk
Katalla
Kiana
King Cove
King Island
Kipnuk
Kivalina
Kiwalik
Kobuk
Kokhanok
Kokrines
Koliganek
Kongiganak
Kotlik
Kotzebue
Koyuk
Koyukuk
Kvichak
Kwethluk
Kwigillingok
Kwiguk
Kwinhagak

Lake Minchumina
Larsen Bay
Latouche
Levelock
Lime Village
Little Diomede
Long
Lower Kalskag

Manokatak
Marshall
Mary's Igloo
McGrath
Medfra
Mekoryuk
Meshik
Metlakatla
Meyoryuk
Meyers Chuck
Moses Point
Mountain Village
Mumtrak

Napaimiut
Napaiskak
Napakiak
Nelson Lagoon
New Stuyahok
Newhalen
Newtok
Nightmute
Nikolai
Nikolski
Noatak
Nolan
Nondalton
Noorvik
Nuiqsut
Nulato
Nunachuak
Nunapitchuk
Nushagak
Nyac

Old Harbor
Ophir
Oscarville
Ouzinkie
Owl Village

Pavlof Harbor
Pedro Bay
Pelican
Pennock Island
Perryville
Pikmiktalik
Pile Bay
Pilot Point
Pilot Station
Pitka's Point
Platinum
Pt. Baker
Pt. Hope
Pt. Lay
Poorman
Port Alexander
Port Alsworth
Port Ashton
Port Graham
Port Heiden
Port Lions
Port Moller
Port Wakefield

Quinhagak

Rampart
Red Devil
Ruby
Russian Mission

St. George
St. Mary's
St. Michael
St. Paul
Sanak
Sand Point
Savoonga
Scammon Bay
Selawik
Shageluk
Shaktoolik
Sheldon Point
Shemya
Shismaref
Shungnak
Shungnak Village
Skwentna
Sleetmute
Snettisham
South Naknek
Squaw Harbor
Stebbins
Stevens Village
Stony River
Stuyahok

Takotna
Taku Harbor
Tanana
Tanunak
Tatitlek
Tenakee Springs
Tetlin
Tin City
Todd
Togiak
Tokeen
Toksook Bay
Tuluksak
Tuntutuliak
Tununak
Twin Hills
Tyonek

Ugashik
Umiat
Unalakleet
Unga

Venetie

Wainwright
Wales
White Mountain
Whittier
Wiseman
Woody Island

Compiled by DMV, Driver Services

Introduced: 1/9/89
Referred: State Affairs and Transportation

6-0357A

IN THE SENATE

BY STURGULEWSKI, UEHLING AND DUNCAN

SENATE BILL NO. 59

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act relating to mandatory use of safety devices in motor vehicles."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 28.05.095 is repealed and reenacted to read:

Sec. 28.05.095. USE OF SAFETY DEVICES REQUIRED. (a) Except as provided in (c) of this section a person

(1) 16 years of age or older may not occupy a motor vehicle while being driven unless restrained by a safety belt; and

(2) may not operate a motor vehicle unless restrained by a safety belt.

(b) Except as provided in (c) of this section, a driver may not transport a child under the age of 16 in a motor vehicle unless the driver has provided and properly secured each child as described in this subsection. If the child is less than four years of age, the child shall be properly secured in a child safety device meeting the standards of the United States Department of Transportation for a child safety device for infants. If the child is four but not yet 16 years of age, the child shall be properly secured in a child safety device approved for a child of that age and size by the United States Department of Transportation or in a safety belt, whichever is appropriate for the particular child.

(c) Subsections (a) and (b) do not apply to

(1) passengers in an emergency vehicle;

(2) a vehicle operator acting in the course of employment

13 AAC 08.210 2 pts. DPS check (yes)

delivering mail or newspapers from inside the vehicle to roadside mail or newspaper boxes;

(3) a person or class of persons exempted by regulation under AS 28.05.096; or

(4) a person required to be restrained by safety belts under (a) or (b) of this section if the motor vehicle is not equipped with safety belts.

(d) A person may not remove a safety belt from a vehicle solely to be exempted under (c)(4) of this section.

(e) Notwithstanding any other provision of law, a peace officer may not stop or detain a motor vehicle to determine compliance with (a) of this section, or issue a citation for a violation of (a) of this section, unless the peace officer has probable cause to stop or detain the motor vehicle other than for a violation of (a) of this section.

* Sec. 2. AS 28.05.096(a) is amended to read:

(a) The commissioner of public safety may adopt regulations to exempt a person [CHILD] or a class of persons [CHILDREN] from the requirements of AS 28.05.095 if the commissioner determines that the use of a safety belt or child safety device is impractical because of physical or medical conditions of the person or class of persons [CHILD].

* Sec. 3. AS 28.05.099 is amended to read:

Sec. 28.05.099. PENALTY. (a) A person convicted of a violation of AS 28.05.095(a) or (d) [(c)] is guilty of an infraction and may be fined up to $15 or the court may waive the fine if the person convicted donates $15 to the Emergency Medical Services entity providing services in the area in which the violation occurred [ASSESSED DEMERIT POINTS AS DETERMINED BY REGULATIONS OF THE DEPARTMENT, NOTWITHSTANDING

SB 59

Mike Ford says 2 separate penalties

Fine? DPS is checking.

THE PROVISIONS OF AS 28.15.231(b)].

(b) A person convicted of a violation of AS 28.05.095(b) is guilty of an infraction and may be assessed demerit points as determined by regulations of the department, notwithstanding the provisions of AS 28.15.231(b). A person who violates AS 28.05.095(b) [AS 28.05.095(a)] by failing to provide a child safety device or safety belt [SEATBELT] may provide a peace officer, including a village safety officer, proof of purchase or acquisition, and installation, of an approved child safety device or safety belt [SEATBELT]. If the proof is provided within 30 days after the issuance of a citation for the infraction, the court shall dismiss the citation and no points shall be assessed under this subsection [(a) OF THIS SECTION] unless the person has

(1) been convicted previously for violating AS 28.05.095 [THAT SECTION] by failing to provide a child safety device or safety belt [SEATBELT];

(2) been cited for failure to provide a child safety device or safety belt [SEATBELT] and has forfeited the bail required by the citation; or

(3) provided [THE] proof under [REQUIRED BY] this subsection on a prior occasion.

POSITION PAPER/Department of Health & Social Services

Position Paper

SB 59

For an Act entitled: "An Act relating to mandatory use of safety devices."

SB 59 repeals and reenacts AS 28.05.095 to require that "a person 16 years of age or older may not occupy a motor vehicle while being driven unless restrained by a safety belt."

Children under 4 years old are required to be in a U.S. Department of Transportation (DOT) approved child safety device, and children between four and sixteen must be in an approved safety device or secured by a safety belt.

This bill would exempt emergency vehicles from the requirement, vehicle operators engaged in the delivery of mail and others as determined by regulation.

The bill would establish a penalty of up to $15 in fines which could be waived in lieu of a contribution to the local Emergency Medical Service (EMS).

The Department of Health and Social Services supports the passage of this bill for the following reasons:

1) Motor vehicle crashes are a leading cause of death, injury and long-term disability;

2) Numerous studies have shown that safety belts and other vehicle safety restraints substantially reduce the likelihood of death or injury to motor vehicle occupants involved in crashes;

3) Efforts to educate the public about the benefits of safety belts have failed to convince the majority of vehicle occupants to use their safety belts.

4) Motor vehicle crashes are the single most frequently mentioned cause of injury responded to by EMS ambulances. The proposed donation in lieu of a fine would help to defray the cost of these services.

Background

Nationally, motor vehicle crashes are the leading cause of death to persons between 1 and 35 years of age. For teenagers, car crash fatalities out-number the next five causes of death combined. Over the past decade more than 450,000 person's have died on America's highways. Every year over 40,000 persons are killed in automobile accidents in the

United States, and more than 300,000 people suffer moderate to severe and critical injuries. Many of the injured are young people who will never work again for the rest of their lives. In Alaska, from 1980 through 1985, unintentional injuries (accidents) have been the leading cause of death for all ages. Motor vehicle crashes and drowning have been the chief causes of these deaths. In 1985 there were 127 deaths and more than 6,000 Alaskans were injured as a result of motor vehicle crashes in this state.

According to the Highway Safety Planning Agency, property damage from motor vehicle crashes amounted to over $40,000,000 in 1986. This does not include bodily injury claims payments for private passenger non-fleet automobile liability in Alaska which totaled over six million dollars in 1983 and was over eight million in 1984. These amounts do not include paid losses from other third party payers, such as Medicare, Medicaid, General Relief Medical, Indian Health Service or Workers Compensation. Clearly, in addition to the unacceptable losses from premature death and disabilities, motor vehicle crashes create a significant financial burden which is shared by all citizens.

Worldwide, about 30 countries have mandated safety belt use. In Great Britain seat belt use rose from about 40% to 90-95% with the passage of a mandatory use law. At the same time the number of individuals treated in emergency rooms as the result of motor vehicle crashes has dropped 15%. There were also 15% to 20% fewer fatalities in the years since the passage of the law.

In Canada, four provinces have enacted mandatory safety belt use laws. The effectiveness of these laws in increasing belt use has been shown to be dependent on the degree to which they are enforced. In provinces where strict enforcement has been practiced belt use has been up to 80%. Deaths due to motor vehicle crashes have declined 11% and injuries 6% in provinces with mandatory use laws.

In this country, twenty-seven states and the District of Columbia now have mandatory belt use laws. New York was the first state to pass such a law. Safety belt use there has ranged from 39 to 76%. These use rates have resulted in about a 9% drop in motor vehicle crash fatalities.

It is clear that the use of safety belts can reduce the number of deaths and disabilities due to motor vehicle crashes. A mandatory safety belt use law would go far to achieve this goal and complement existing traffic safety

POSITION PAPER/Department of Health & Social Services

legislation regarding driving while intoxicated, maximum speed limits, and licensing requirements.

Position

The Department of Health and Social Services strongly supports this bill because it can result in significant decreases in the number of deaths, disabilities and injuries caused by motor vehicle crashes.

Recommended by: Elizabeth Ward

Elizabeth Ward, M.N.
Director
Division of Public Health

Date: 1/19/89

Approved by: Myra M. Munson

Myra M. Munson
Commissioner
Department of Health and Social Services

Date: January 30, 1989

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: SB 59
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: 1/19/89
Title: "An Act relating to use of mandatory use of safety devices."
Sponsor: Sturgulewski
Requestor: _____

Agency Affected: Health & Social Services
BRU: State Health Services
Components: Emergency Medical Svc.

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Elizabeth Ward, Director E. Ward
Division: Public Health
Phone: 465-3090
Date: 1-19-89

Approved by Commissioner: Myra M. Munson Myra M. Munson
Agency: Department of Health & Social Services
Date: 1/30/89

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

page ____ of ____

STATE OF ALASKA 1989 LEGISLATIVE SESSION
FISCAL NOTE

REQUEST:

Bill Version: SB 59
Publish Date: 1/9/89

Revision Date:
Title: An act relating to mandatory use of safety devices in motor vehicles
Sponsor: Sturgulewski, Uehling, Duncan
Requestor:

Agency Affected: Alaska Court System
BRU: Trial Courts
Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)						
OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY
Personal Services	. . . .	. . . .	. . . .	. . . .	. . . .	. . .
Travel	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Contractual	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Supplies	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Equipment	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Land & Structures	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Grants & Claims	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0
CAPITAL	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
REVENUE	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
FUNDING: (Thousands of Dollars)						
General Funds	0.0	0.0	0.0	0.0	0.0	0.0
Federal Funds	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Other	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0
POSITIONS:						
Full-time	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Part-time	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Temporary	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact.

Prepared by: Jan Strandberg, General Counsel — Phone: 264-8228
Division: Alaska Court System — Date: 01/24/89

Approved by: Arthur H. Snowden, II, Administrative Director — Date: 01/24/89
Agency: Alaska Court System

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management & Budget
Impacted Agency(ies)
Senate Secretary

BILL NO: Senate Bill 59 DATE: January 19, 1989

TITLE: "An act relating to mandatory use of safety devices in motor vehicles." CONTACT: Ellen Moore

DEPARTMENT OF PUBLIC SAFETY

The intent of this legislation is to reduce deaths and serious injuries to occupants of motor vehicles by promoting the greater use of safety belts by the motoring public.

Thirty-two states have enacted bills requiring the use of safety belts. Jurisdictions that have had the longest experience with their laws have found that the greater the level of increase in seatbelt use, the greater the reduction in fatalities and serious injuries.

Senate Bill 59 has the potential to save as many as 35 lives in Alaska each year. This figure assumes a 70% compliance rate and a 50% effectiveness rate. Because the bill allows only "secondary" enforcement, it may be difficult to achieve this level of use; however, surveys conducted since 1985 by Hellenthal and Associates indicate that approximately 80% of the Alaskans surveyed will wear safety belts simply because such a law exists.

We recommend passage of SB 59 as written.

Arthur English
Commissioner

STATE OF ALASKA
1988 LEGISLATIVE SESSION

BILL VERSION: SB 59
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: "An act relating to the mandatory use of safety devices in motor vehicles."
Sponsor: Sturgelewski
Requestor: Sturgelewski

Agency Affected: PUBLIC SAFETY
BRU: Highway Safety Planning Agency
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact is anticipated. Revenue generated will be negligible. Sec. 3 provides for judicial waiving of the $15.00 fine if a donation is made to the Emergency Medical Services entity serving the locale where the violation occurred.

Prepared by: en Moore, Program Coordinator
Division: Highway Safety Planning Agency
Phone: 465-4375
Date: January 19, 1989
1/20/89

Approved by Commissioner: Arthur English
Agency: Department of Public Safety
Date: 1-24-89

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

Seatbelts

SB59BABY.TXT

PAT,

ON FURTHER REVIEW (SORRY FOR THE CONFUSION):

SB 59 PROVIDES THAT A VIOLATION OF (b) BABY SEAT/SEATBELT REQUIRED FOR ALL UNDER AGE 16 IS "AN INFRACTION AND MAY BE ASSESSED DEMERIT POINTS AS DETERMINED BY REGULATIONS OF THE DEPARTMENT".

CURRENT REGULATIONS (13 AAC 08.210) SPECIFY 2 DEMERIT POINTS.

THE $300-FINE STATUTE MARLA WAS REFERENCING (AS 28.40.050(c)) APPLIES TO "VIOLATION OF A REGULATION". SINCE THERE ARE NO REGULATIONS ADOPTED REGARDING BABY SEATS, STURGULEWSKI'S OFFICE FEELS THIS STATUTE DOES NOT APPLY.

ACCORDING TO MIKE FORD (LEG. LEGAL), IT IS NOT CLEAR WHETHER "VIOLATION OF A REGULATION" COULD BE INTERPRETED TO APPLY TO STATUTES TOO. HE READS SB 59 TO PROVIDE FOR 2 PENALTIES -- DEMERIT POINTS AND WHATEVER THE PENALTY FOR AN INFRACTION MIGHT BE. (IT'S A CONVOLUTED READING, BECAUSE IT WOULD SUGGEST THAT THE PENALTY FOR NOT WEARING A SEATBELT WOULD BE $15 AND WHATEVER THE PENALTY FOR AN INFRACTION IS.)

I SUGGESTED TO MELISSA THAT THERE ARE CLEARLY 2 ISSUES IN THIS BILL -- EXTENSION OF THE BABY SEAT PROVISION STATEWIDE AND MANDATORY SEATBELTS. SHE SAID ARLISS JUST THIS MORNING CONFIRMED THAT SHE IS STRONGLY COMMITTED TO BOTH ISSUES.

AT THE LEAST, WE MAY WANT TO MORE CLEARLY STATE WHAT THE PENALTY IS FOR NOT USING A BABY SEAT. (A CALL IS IN TO D.P.S. TO FIND OUT IF PEOPLE ARE CURRENTLY BEING CITED FOR VIOLATIONS, AND HOW THEY'RE BEING PENALIZED.)

Sandra

(b) The administrator of each party state shall furnish to the administrator of each other party state the information or documents reasonably necessary to facilitate the administration of the compact. (§ 18 ch 60 SLA 1986)

Sec. 28.37.180. Compact as law; withdrawal procedure. (a) The compact shall become effective as to any state in which the compact becomes effective as the law of that state.

(b) A party state may withdraw from the compact by enacting a statute repealing the compact as the law of the state, but a withdrawal may not take effect until six months after the executive head of the withdrawing state has given notice of the withdrawal to the executive heads of all other party states. Withdrawal does not affect the validity or applicability by the licensing authorities of states remaining party to the compact of any report of conviction occurring before the withdrawal. (§ 18 ch 60 SLA 1986)

Sec. 28.37.190. Construction and validity; severability. The compact shall be liberally construed so as to effectuate its purposes. The provisions of the compact are severable and if any phrase, clause, sentence, or provision of the compact is declared to be contrary to the constitution of any party state or of the United States or the applicability of it to a government, agency, person or circumstance is held invalid, the validity of the remainder of the compact and the applicability of it to any government, agency, person or circumstance shall not be affected by it. If the compact is held contrary to the constitution of any party state, the compact shall remain in full force and effect as to the remaining states and in full force and effect as to the state affected as to all severable matters. (§ 18 ch 60 SLA 1986)

Chapter 40. General Provisions.

Sec. 28.40.050. Penalty for violations of law, regulations, and municipal ordinances. (a) It is a misdemeanor for a person to violate a provision of this title unless the violation is by this title or other law declared to be a felony or an infraction.

(b) A person convicted of a misdemeanor for a violation of a provision of this title for which another penalty is not specifically provided is punishable by a fine of not more than $500, or by imprisonment for not more than 90 days, or by both. In addition, the privilege to drive or the registration of vehicles may be suspended or revoked.

Not clear whether applies to statute, or only to regs.

no regs, on baby seat

(c) Unless otherwise specified by law a person convicted of a violation of a regulation adopted under this title, or a municipal ordinance regulating vehicles or traffic when the municipal ordinance does not correspond to a provision of this title, is guilty of an infraction and is punishable by a fine not to exceed $300.

(d) An infraction, as provided for in (c) of this section, is not considered a criminal offense and may not result in imprisonment, nor is a fine imposed for the commission of an infraction considered a penal or criminal punishment; nor may the commission of a single infraction result in the loss of a driver's license or privilege to drive in this state except as may result from the accumulation of points under AS 28.15.221 — 28.15.261, or the registration of vehicles; nor does a person cited with an infraction have a right to trial by jury or to court-appointed counsel.

(e) *[Repealed, § 5 ch 85 SLA 1987.]* (§ 50-1-8 ACLA 1949; am § 12 ch 241 SLA 1976; am §§ 22, 23 ch 144 SLA 1977; am § 5 ch 85 SLA 1987)

Effect of amendments. — The 1987 amendment repealed subsection (e), concerning overweight penalties.

NOTES TO DECISIONS

Prerequisite to suspension of license or privilege to drive. — A driver's license or privilege to drive cannot properly be suspended unless the driver was in fact licensed or otherwise actually privileged to drive a motor vehicle within the state. Roberts v. State, Ct. App. Op. No. 478 (File No. A-342), 700 P.2d 815 (1985).

Generic penalty provision. — Subsection (b) is not a penalty provision dealing specifically with the offense of driving while license suspended; rather it is a generic penalty provision, broadly applicable to violations of all Title 28 provisions for which the specific penalties are given. Roberts v. State, Ct. App. Op. No. 478 (File No. A-342), 700 P.2d 815 (1985).

Sec. 28.40.100. Definitions for title. (a) Unless otherwise specifically defined or unless the context otherwise requires, in this title and in regulations adopted under this title

(1) "cancel" means the annulment or termination by formal action of the department of a certification, registration, license, permit or privilege issued or allowed under this title or regulations adopted under this title, because of an error or defect in the document issued or the application for issuance or because the person holding the document is no longer entitled to it;

(2) "commissioner" means the commissioner of public safety;

(3) "department" means the Department of Public Safety;

(4) "driver" means a person who drives or is in actual physical control of a vehicle;

(5) "driver's license", or "license" when used in relation to driver licensing, means a license, permit, or privilege to obtain a driver's

13 AAC 08.210. DEMERIT POINT SCHEDULE. For purposes of administratively identifying habitually reckless or negligent drivers and habitual or frequent violators of traffic laws and in order to identify problem drivers, the following violations will be accorded these corresponding numerical weights upon conviction:

Violation or Type of Violations	Point Value
(1) driving while license cancelled, suspended, or revoked, or in violation of license limitation	10
(2) driving while intoxicated	10
(3) reckless driving	10
(4) speed contest-racing	10
(5) fleeing or attempting to elude a police officer	10
(6) leaving scene of accident	9
(7) negligent driving	6
(8) failure to yield right-of-way to authorized emergency vehicle	6
(9) failure to stop for school bus while bus is loading or unloading	6
(10) failure to obey official traffic control device in school zone, playground crosswalk, or park	6
(11) speeding:	
in school zone or playground crosswalk	6
3 to 9 miles per hour over limit	2
10 to 19 miles per hour over limit	4
20 or more miles per hour over limit	6
(12) violation of oversize or overweight permit pertaining to restriction on speed:	
3 to 9 miles per hour over limit	2
10 to 19 miles per hour over limit	4
20 or more miles per hour over limit	6
on hours of operation	3
(13) careless driving	4
(14) following too closely	4
(15) failure to stop or yield	4
(16) all others	2

(Eff. 11/4/74, Register 52; am 3/29/75, Register 53; am 12/1/78, Register 68; am 9/28/80, Register 76; am 3/28/82, Register 81)

Authority: AS 28.15.221

SB59BABY.TXT

PAT,

ON FURTHER REVIEW (SORRY FOR THE CONFUSION):

SB 59 PROVIDES THAT A VIOLATION OF (b) BABY SEAT/SEATBELT REQUIRED FOR ALL UNDER AGE 16 IS "AN INFRACTION AND MAY BE ASSESSED DEMERIT POINTS AS DETERMINED BY REGULATIONS OF THE DEPARTMENT".

CURRENT REGULATIONS (13 AAC 08.210) SPECIFY 2 DEMERIT POINTS.

THE $300-FINE STATUTE MARLA WAS REFERENCING (AS 28.40.050(c)) APPLIES TO "VIOLATION OF A REGULATION". SINCE THERE ARE NO REGULATIONS ADOPTED REGARDING BABY SEATS, STURGULEWSKI'S OFFICE FEELS THIS STATUTE DOES NOT APPLY.

ACCORDING TO MIKE FORD (LEG. LEGAL), IT IS NOT CLEAR WHETHER "VIOLATION OF A REGULATION" COULD BE INTERPRETED TO APPLY TO STATUTES TOO. HE READS SB 59 TO PROVIDE FOR 2 PENALTIES -- DEMERIT POINTS AND WHATEVER THE PENALTY FOR AN INFRACTION MIGHT BE. (IT'S A CONVOLUTED READING, BECAUSE IT WOULD SUGGEST THAT THE PENALTY FOR NOT WEARING A SEATBELT WOULD BE $15 AND WHATEVER THE PENALTY FOR AN INFRACTION IS.)

I SUGGESTED TO MELISSA THAT THERE ARE CLEARLY 2 ISSUES IN THIS BILL -- EXTENSION OF THE BABY SEAT PROVISION STATEWIDE AND MANDATORY SEATBELTS. SHE SAID ARLISS JUST THIS MORNING CONFIRMED THAT SHE IS STRONGLY COMMITTED TO BOTH ISSUES.

AT THE LEAST, WE MAY WANT TO MORE CLEARLY STATE WHAT THE PENALTY IS FOR NOT USING A BABY SEAT. (A CALL IS IN TO D.P.S. TO FIND OUT IF PEOPLE ARE CURRENTLY BEING CITED FOR VIOLATIONS, AND HOW THEY'RE BEING PENALIZED.)

WYOMING PASSES SAFETY BELT USE LAW !

March 15, 1989, the Governor of Wyoming signs into law the mandatory safety belt use law.

32 states and D.C. now have mandatory safety belt use laws!

ALASKA SAFETY BELT USE COALITION

LEGISLATIVE UPDATE
March 15, 1989

RESOLUTION SUPPORT GROWS

Organizational support for a mandatory safety belt use law has nearly doubled over the past few months. "The number of groups that have passed resolutions in support of CSHB105 has grown to 90 and we are receiving new resolutions every week", states Frank Bickford, Executive Director of the Alaska Safety Belt Use Coalition. "The word is definitely out that safety belts do save lives and money. Businesses and individuals from all areas of the state are showing increased concern over the issue.

RESOLUTIONS & LETTERS OF SUPPORT:

3M
AAA ALASKA
ADVISORY BOARD ON DRUG ABUSE
AK ACADEMY OF PHYSICIANS ASSISTANTS
AK CH. AMERICAN SOCIETY OF SAFETY ENGINEERS
AK CHIEFS OF POLICE ASSOCIATION
AK COUNCIL ON PREVENTION OF DRUG & ACLOHOL ABUSE, INC.
AK DENTAL SOCIETY
AK SAFETY ADVISORY COUNCIL
AK HEALTH EDUCATION CONSORTIUM
AK LUNG ASSOCIATION
AK NURSES ASSOCIATION
AK PEACE OFFICERS ASSOCIATION
AK REGIONAL EMS COORDINATORS
AK STATE FIREFIGHTER ASSOC/PORT OF VALDEZ CH.
AK STATE MEDICAL ASSOCIATION
AK STATE MEDICAL ASSOC. AUXILLIARY
AK TREATMENT CENTER
ALPINE ASSOICATES
ANCHORAGE GYMNASTICS
ANCHORAGE MEDICAL & SURGICAL CLINIC
ANCHORAGE OBSTETRICS & GYNECOLOGY
ANCHORAGE SAND & GRAVEL
ARCO ALASKA/SAFETY DIVISION
AVIS RENT-A-CAR
B & C SUPPLY
BLUE CROSS OF WASHINGTON & ALASKA
CHEVRON USA
CHUCK E. CHEESE, INC.
CLAIRE RENN, MD
CLINTON LILLIBRIDGE, MD
CONSOLIDATED FREIGHTWAYS
CORROON & BLACK, INC
DAWSON SUBARU
DENALI TRANSPORTATION dba PACIFIC MOVERS
DR. BENWARD
EASTWIND, INC.
ELIZABETH DESCHWEINITZ, MD
ERNEST MEINHARDT, MD
FBI NATIONAL ACADEMY ASSOCIATES
FEDERAL SAFETY & HEALTH COUNCIL
FIRESTONE STORES
GEORGE STRANSKY, MD
GOODYEAR TIRE & RUBBER CO.
HAROLD'S RENT-A-TRUCK
HEALTH ASSOCIATION OF ALASKA
HEALTH CARE COALITION OF ALASKA
HIGHWAY USERS FEDERATION OF ALASKA
HUMANA HOSPITAL/EXECUTIVE COMMITTEE
JACKOVICH INDUSTRIAL & CONSTRUCTION SUPPLY
JAMES BERTELSON, MD
JEFF BRAND, MD
JOHN FROST, MD
JOHN SMITH, MD
JON LYON, MD
JOY-ROSSTON ZIMMERMAN, RNC
JUNEAU RETIRED TEACHERS ASSOCIATION
JUNIOR TOWNE
KASMAR & SLONE
KENNETH BEHYMER, MD
KODIAK CHAMBER OF COMMERCE
KODIAK CRIMESTOPPERS, INC.
MADD/ANCHORAGE & JUNEAU CHAPTERS
MAMMOTH OF ALASKA
MARK ZIMMERMAN, MD
MORRISON-KNUDSEN CO.
NHP REAL ESTATE & MANAGEMENT
NATIONAL ASSOCIATION OF EMS DIRECTORS
NATIONAL LEAGUE OF CITIES
NELL LOFTIN, MD
NORTH STAR COUNCIL ON AGING, INC.
PATRICK BRADY, MD
PERATROVICH, NOTTINGHAM & DRAGE, INC.
PHYLLIS KIEHL, MD
PIONEER HONDA
POOL ARCTIC, INC.
REVIEW BOARD ON ALCOHISM
ROTARY CLUB OF KODIAK
SAM DEPALTIS, MD
SEA-LAND SERVICE, INC.
SHERMAN BEACHAM, MD
SPENARD AUTO
STATE ADVISORY COUNCIL ON EMS
STEPHEN KULIN, MD
THE FAMILY PRACTICE ASSOCIATION
TRYON WEILAND, MD
UNIVERSAL MOTORS, INC.
WILLIAM FITTS, MD
WILLLIAM BROWNER, MD
WILSYK ALASKA, INC.

Los Angeles Times

exchange proposal that would give it more than 3,000 acres of subsurface land in the Arctic National Wildlife Refuge, is offering to cut the federal government in on its potential oil profits.

The Native corporation, one of six trying to trade their way into a piece of the expected riches from oil development in the arctic refuge, said it is willing to reserve one-eighth of its royalty payments for the government.

lar Affairs Committee earlier this month by Uwe Gross, Koniag's vice president and chief operating officer.

In that letter, Gross said the federal government would be receiving from Koniag's arctic holdings the same royalty percentages it earns from oil production in other parts of the country.

Further, Gross said, the state of Alaska would be entitled to whatever percentage of that reserved royalties that the Congress decides is appropriate under a

come under intense opposition on Capitol Hill and from the state.

Both feel, in essence, that the Native corporations could reap huge profits at the expense of their respective treasuries in exchange for Native lands in other refuges that either the federal government doesn't need or which could be more cheaply acquired through outright purchase.

The General Accounting Office last fall issued a report urging that the land

erty they would acquire was most likely undervalued by hundreds of millions of dollars.

Under the exchange proposal, six Native groups would trade 866,000 acres of their lands for subsurface rights to about 166,000 acres in the arctic refuge's coastal plain, rated the most promising unexplored prospect for a major oil find in the United States.

Most of the Native corpo-

Please see Page C-2, SWAP

Bill ties insurance rate to seat belt use

By LARRY PERSILY
The Associated Press

JUNEAU — House members Thursday amended mandatory seat-belt legislation to include a 5 percent reduction in automotive insurance rates for bodily injury liability.

"It's an incentive for people to buckle up, because they'll save on their insurance," said Rep. Max Gruenberg, D-Anchorage and sponsor of the amendment.

The House already approved mandatory seat-belt legislation Tuesday, but the chamber reconsidered and amended the measure Thursday before sending it to the Senate.

Similar legislation passed the House last session, but died in the Senate.

Gruenberg's amendment says insurance companies doing business in Alaska must reduce bodily injury liability premiums by 5 percent one year after the seat-belt law takes effect.

The premium reduction was proposed to reflect the anticipated savings in medical claims because of increased seat-belt use, Gruenberg said.

Bodily injury liability coverage costs between $100 and $200 a year for most Alaskans, said Bob Sims of the state Insurance Division. A 5 percent rate cut would save drivers about $5 to $10 a year.

The amendment would allow insurance companies to seek the division's permission for a smaller rate decrease, if they can show the seat-belt law has not cut costs enough to justify a 5 percent reduction.

The new law also would allow the division to order a larger rate reduction if a company finds that increased seat-belt use has resulted in greater savings than expected in medical claims, Gruenberg said.

Members offered four amendments to House Bill 105 in an hour-long debate Thursday that repeated much of the rhetoric from Tuesday's two-hour debate on the bill.

If approved by the Senate and Gov. Steve Cowper, the bill would impose a maximum $15 fine on drivers and passengers for failure to use seat belts.


Anchorage Daily News file photo
Rep. Max Gruenberg

Suspect in illegal elk killing kidnapped, buried woman 20

By BRIAN S. AKRE
The Associated Press

JUNEAU — A man being sought in the illegal shooting of elk in Alaska was once convicted of kidnapping a college woman and burying her alive in Georgia 20 years ago.

Gary Steven Krist, 43, of Sitka is charged with his mother and a Washington man of killing two elk on a southeast Alaska island. The charges were filed Feb. 8, but Krist remained at large Thursday, said Lt. Bill Valentine of the state Fish and Wildlife Protection Division in Juneau.

Valentine said Krist is believed to be in the Seattle area, and that a warrant probably will be issued for his arrest soon.

In 1969 Krist, then 23, was convicted of kidnapping Barbara Jane Mackle, the daughter of a wealthy Florida land developer, and burying her alive in a ventilated coffin.

Mackle, a student at Emory University in Atlanta, was abducted from an Atlanta-area motel where she was staying with her mother in December 1968.

Trial testimony indicated that Krist took Mackle to a w tranquilized ar coffin was close of dirt.

Krist mailed victim to her pa $20 bills and

Daily News 2/24

Lost?
Never heard of it.
Before my time.
Never came across my desk, etc. etc. etc.

Read your paper. Those clowns in Juneau would have a field day. That's what they're fighting for now. To get their hands on that money. Bye, bye Permanent Fund.

— *Nick P. Kutzgar, Sr.*

There are no harmless drugs

After reading what Mr. Ron Rau of Sitka wrote, "pot keeps people from alcoholism", I just couldn't believe what I was reading. You had better get your head out of your pot plants.

You say, "after 15 years of harmless legality." Harmless to whom? You're sure not speaking of my life, my family or friends. You need to get out and see what your harmless pot has done for some people. I can't think of anyone who does just pot. Most do pot, alcohol, and some even cocaine. You stated that pot smoking keeps hundreds of Alaskans from that much worse evil of alcoholism. Where do you get your figures on this? Wake up. Look around you. What makes people like you think they can and deserve something (drugs) to ease feeling and making decisions? That you can smoke pot because it keeps you from becoming an alcoholic, you have to have a crutch, pot. They are both mind altering drugs.

Tell your three close friends for whom pot keeps them from alcoholism, that they are just playing head games. Pot is a drug just as alcohol is. So they are still dependent on a drug. People like you and your friends keep that myth about pot being harmless going. It's a lie. Pot, just like alcohol, kills. Pot is a leader. It leads you into many other things.

But Mr. Rau, your kind of thinking and rationalization of the use of marijuana makes me ill, and I really wonder what pot has done to your mind. So people, please, support Rep. Terry Martin when he tells the truth. There are no harmless drugs.

— *Donna D. Yarbrough*

Answers on safety-belt backing

Recently there has been some confusion about the reasons why the auto industry is involved in safety belt legislation.

I would like to point out that the federal criteria necessary to exempt the auto manufacturers from the installation of air bags is very stringent. Although 31 states and D.C have already passed safety belt use laws, less than 5 have met the criteria set up by the federal government. The proposed Alaska law meets 3 out of 7 of the necessary criteria and therefore, does not affect the air bag exemption.

The model 1990 vehicles will include some form of passive restraint which will consist of either automatic safety belt systems and/or air bags. The auto industry has always stressed the importance of wearing safety belts. They are installing air bags in vehicles now as a supplement to safety belts, not as a replacement.

The Alaska Safety Belt Use Coalition makes no secret of the fact that our funding has always come from the auto industry. We advocate the passage of a safety-belt use law and promote the use of safety belts. We are a grass-roots movement comprised of over 8,000 individuals and 51 organizations representing a wide range of interests. who believe that a safety-belt use law will save lives, decrease injuries and save the state of Alaska millions of dollars each year.

There has been a lot of speculation as to why the auto industry would fund safety belt use law efforts. I hope this will help answer the questions left unanswered by previous media reports.

— *Frank Bickford, executive director*
Alaska Safety Belt Use Coalition

Ball is in Bradley's court

On April 4, the voters in District 13-A will return to the polls to decide whether Brad Bradley or David Finklestein will represent them during the remaining 1989-90 legislative session. One advantage of the special election is that it gives the candidates and the voters a chance to resolve the controversy Brad Bradley raised on the last few days of the fall campaign.

I believe Bradley has an obligation to substantiate the claims he (and others on his behalf) made with radio ads, brochures and phone calls on Nov. 5, 6 and 7. Claims such as his opponent was a draft evader. Finklestein's 1956 birthdate is evidence that he was too young to be drafted for military service when the draft ended in 1973.

I suggest that Bradley bring forth his evidence in a series of debates in which these and other issues of concern to the electorate can be discussed. The debates should focus on each candidate's position on the issues and their goals for the district and Alaska.

The ball is in Brad Bradley's court. He can rise to the occasion and debate the issues in an open public forum or he can direct most of his resources toward the same negative, unsubstantiated attack of David Finklestein's character so late in the campaign that his opponent has no time to respond. Brad Bradley's choice to debate or sling mud will be more revealing of his character than any campaign advertisement.

— *Keith Jose*

Police haven't earned respect

Greetings! It is hard to believe but somehow understandable that our highly paid police officers could forget to read someone their Miranda Rights! With someone who just shot and killed a person, you would think they would be very careful to go by the book. Do these guys have rocks in their heads? I see the police nowadays but I don't respect them. They haven't earned my respect nor have they earned their pay!

— *Jim Kammermeyer*

Daily News 2/24/89

Daily News 9/27/89

Sen. Frank Murkowski than three miles of the Bering Straits between Little Diomede and Big Diomede. The smaller island, a tiny Eskimo hamlet, is in Alaska, while the larger one is a Soviet military outpost.

Murkowski said Native villagers from Savoonga, Gambell and Nome, will meet in Anchorage with representatives of the U.S. State Department and the Soviet Union to establish a re-unification plan for Yupiks from Saint Lawrence Island and Little Diomede and their kinfolk in Siberia.

Alaska Eskimos said they would like the proposed compact to closely resemble an almost forgotten 1938 U.S.-Soviet agreement, which said Alaska and Siberian Na-

Please see Page C-3, **BORDER**

Ominous clouds rolling through Arctic Valley didn't dampen skiers' enjoyment this past weekend as n returned and downhillers came out in force at Alpenglow. The weather forecast called for more sn

Buckle-up bill passes House vote

By LARRY PERSILY
The Associated Press

JUNEAU — The House Tuesday passed mandatory seatbelt legisiation, despite protests from rural lawmakers who said the measure is not practical in small communities with few roads or cars.

"The rural areas of the state of Alaska are under much different conditions" than urban centers with highways and high-speed traffic, said Rep. Lyman Hoffman, D-Bethel.

The legislation would require drivers and passengers of most vehicles to buckle up, if the vehicles have seatbelts installed.

Martin

Hoffman

Failure to use a seatbelt would result in a maximum $15 fine, although the courts could waive the fine if the person makes a donation of the same amount to the emergency medical services agency in their area.

School bus and emergency vehicle passengers would be exempt from the new law, as would drivers of mail and newspaper curbside delivery vehicles.

House Bill 105 passed 23-14 and goes next to the Senate for its consideration. It is sponsored by House Speaker Sam Cotten, D-Eagle River.

Police could not stop a driver just to determine compliance with the seatbelt law, Cotten said. Tickets for failure to use seatbelts could be issued only if the driver were stopped for another violation.

"We look forward to the state Senate passing this important safety legislation and making Alaska the 32nd state to have a safety belt use law," said Frank Bickford, executive director of the Alaska Safety Belt Use Coalition.

Similar legislation passed the House last session, but died in the Senate.

"I'm against passage of this legislation," Rep. Kay Wallis, D-Fort Yukon, told her colleagues during Tuesday's two-hour debate on the bill. "We have no business to dictate through legislation what the citizens of this state do in the privacy of their cars."

Please see Page C-3, **BUCKLE**

Vessel ga spills fuel

The Associated Press

A Seattle-based fish pro its hull near Saint Paul Isla gallons of diesel fuel into Guard said Tuesday.

Lt. Matt Kahr, a spoke Marine Safety Office in A Yard Arm Knot is owned The vessel apparently rup walled diesel tanks on roc of the island, which is one said.

The island is home to hundreds of thousands of island at this time of yea

"We don't know what t been some (oily) sheen obs

A little extra courtesy not just pleasant, but bank

Good news was all over the place in Tuesday's paper, what with visiting Russians, a visiting president, and steady oil prices.

But the story that really warmed the cockles of my heart wasn't the Russians or

But there used to at least be a fiction in this country that the people offering a service were glad to be of help to customers, that customers were something one actually enjoyed having.

These days, as often as not, it's the

greeting. And
restaurant wh
guests, serves
your coat — a
more and mor
same thing.

would like to see relations

Daily News file photo

Rep. Fran Ulmer

lay
nat
the
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ting
89

vard
vith much of the money to
of claims against oil
underpayment of the
alties from Prudhoe Bay.

ission adds member

mbers Monday approved
epresentative seat to the
ustries Commission. The
to provide a greater voice
t the goods and services
stries do not compete with
d Rep. C.E. Swackhammer,
f the bill. The commission
grams operating inside
g a metal shop, farm,
ustries that employ inmates
ning. The House voted 27-7
5, sending the measure to
ew.

plan passed

on aimed at standardizing
led by the state was passed
ek. Senate Bill 23 would
quire local law-enforcement
eir crime statistics in a
they choose to take part in
ide figures. Sen. Jan Faiks,
sponsor of the bill, said the
s are skewed because local
ompile their figures using
e Senate passed the bill 16-3.

jurisdiction extended

should ask the federal
ve its claim to submerged
off the state's coastline, says
The Kodiak Democrat
a pair of legislative
g the state's jurisdiction over
s offshore, and asking the
to transfer title to the
the state. Alaska already has
iles out to sea. Shortly before
onth, then-President Ronald
der extending federal
les, Davidson said.

ight be April 30

tive leaders are considering a
ent schedule that would end
30, nine days ahead of the
ine. The proposal calls for
entatives to send a list of
o the Senate president and
ept for budget bills and
siderations," March 31 would
the Senate to send its bills to

BUCKLE UP: Bill passes

Continued from Page C-1

Education is the best way to promote the use of seatbelts, she said.

"Here again we have a situation where rural Alaska wants to separate itself from urban Alaska," said Rep. Terry Martin, R-Anchorage.

"Rural Alaskans in the past have voted for bills they were absolutely opposed to, as long as they were exempt," Martin said.

Most traffic accidents occur close to home, whether that home is urban or rural, said Rep. Virginia Collins, R-Anchorage, who supported the bill.

Mandatory seatbelt legislation "has the potential to save as many as 35 lives in Alaska each year," the Department of Public Safety reported in its testimony on the measure.

Opposition came from Rep. Dick Shultz, R-Tok. "I'm just concerned about people concerned about me ... it really does bother me," he said of government interference with how people choose to run their lives.

Shultz and other House members offered a dozen amendments and amendments to amendments in an attempt to exempt rural communities from the law, but all failed.

> *"We have no business to dictate . . . what the citizens of this state do in the privacy of their cars."*
>
> — Rep. Kay Wallis

An amendment offered by Rep. Fran Ulmer, D-Juneau, did pass. It would allow the Alaska Supreme Court to permit payment of a seatbelt fine by mail, without a court appearance. The amendment was offered to save people a trip to court to pay their fine.

Voting against the bill were Reps. Ramona Barnes, Mark Boyer, Cliff Davidson, Richard Foster, Peter Goll, Lyman Hoffman, Ron Larson, Eileen MacLean, Mike Miller, Fritz Pettyjohn, Bert Sharp, Dick Shultz, Robin Taylor and Kay Wallis.

Army avia
Fort Wain

The Associated Press

FAIRBANKS — An
Chinook helicopters on
Mount McKinley is to r
Year Award.

Chief Warrant Offic
veteran and head of the
Fort Wainwright, is sch
Atlanta during early A

Babcock, 40, pilots
some of the most inhos
the flanks of North Am
team's aircraft often b
air and cold at the mo
helicopter crews to w
weather gear.

Last year, Babcock'
rescues on the 20,320
composed of 10 pilots
mechanics.

Babcock said he is p
should be shared.

"There's 24 other gu
responsible just as mu
done, as well as the
couldn't do it myself,"

The Army Aviation
Quad-4, is giving Babc

The association each
Army installations aro
a series of awards.

Army Aviator of th

Babcock has logge
helicopters, a huge cra
carry 27-30 troops or

HATCHER PASS: State tentatively appro

Continued from Page C-1

the concept plan exactly where the facilities are going to be located. They show some hotels, day lodges, and so forth, on slopes that, although the concept plan shows they're flat, are actually pretty steep," Sundberg said.

Fish and Game did studies on bear, moose and salmon that use the area of the proposed resort last summer and this winter. The habitats would be hurt by the development, but the harm probably could be mitigated, Sundberg said.

Department of Natural Resources officials said they are aware of the holes in Mitsui's plan, but said the broad brush is all the company was required to submit under its $65,000-a-year lease. Veronica Gilbert, regional director of the department, said.

to fly helicopters for skiing and sightseeing met resistance from current users of the Hatcher Pass backcountry, and a road to connect the two halves of the resort would be very difficult and expensive to build because it crosses a series of gullies.

Both issues will be considered in an amendment to the Hatcher Pass Management Plan, Gilbert said. A judge ruled last week the state acted correctly when it leased Sector B to Mitsui before amending the management plan.

Mitsui plans to use Sector B to build more than 1,000 condominiums, as well as a golf course, dude ranch, and facilities for other summer activities. But the only ski lift shown in the area is impractical, said von Allmen.

"For the skiing, Sector B is not contributing. For real

people expected too much this point from Mitsui," ly said. "What has b presented is a concept de opment plan. It's an ide

Mitsui has still to con a market study to detern if the resort is financi feasible. Daly said the cept plan is sufficient provide a basis for work.

Meanwhile, the leg ture is considering a $17 request from the Dep ment of Natural Resou

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Times 2/9/89

file SB 59

City/State

Lawmakers belt out new bill

Cowper, legislators back mandatory buckling up

By BRIAN S. AKRE
Associated Press

JUNEAU — After four years of failure, backers of mandatory seat-belt legislation say they expect to succeed this year in getting the legislature to order Alaska motorists to buckle up.

After its second public hearing, their bill was approved Wednesday by the Senate State Affairs Committee and sent to the Transportation Committee for further consideration.

The bill has received virtually no public comment so far. Its primary sponsor, Sen. Arliss Sturgulewski, said the public has become less concerned about the opponents' argument that the law would infringe on personal liberty.

"I feel good about it this year," the Anchorage Republican said after Wednesday's hearing. "I think it will get through the legislature."

Seat-belt legislation has faced major obstacles in recent years. In 1987 then-Senate President Jan Faiks, R-Anchorage, bottled up the legislation by referring it to five committees. Last year the chairman of the State Affairs Committee, former Sen. Mitch Abood, R-Anchorage, killed the bill by keeping it off the Senate floor.

Those in a position to block the bill this year are unlikely to do so.

The Transportation Committee chairman, Sen. Lloyd Jones said he expects to refer the bill to the floor. Senate President Tim Kelly, House Speaker Sam Cotten and Gov. Steve Cowper support the legislation. Cotten is sponsoring a companion bill in the House.

"I think it will go," said Jones, R-Ketchikan.

The bill would require anyone riding in a motor vehicle to wear a seat belt. Children under 4 would have to be restrained by an approved safety seat. Exceptions are provided for passengers in emergency vehicles, mail or newspaper deliverers.

State law already requires children younger than 7 to use seat belts or a safety seat.

Under the proposed law, a driver or passenger who fails to buckle up would be subject to a maximum $15 fine. Failure of a driver to restrain a child in a safety seat or belt would be punishable by a maximum $50 fine. Both would be classified as infractions.

Police would be prohibited under the law from stopping drivers to determine

See Bill, page B-4

'I feel good about it this year. I think it will get through. . .
— Sen. Arliss Sturgulewski

Ice Capades or escapades?

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quite accurate when he said that," Durr said from her Juneau office Wednesday afternoon. The special police commissions were not intended to allow local city officers carte blanche outside their jurisdictions, Durr said.

"The commissions were specifically intended to allow local police officers to assist the state troopers on narcotics arrests and investigations and other backup calls," Durr said. "They are not to be used by local police as justification to jump in their patrol cars and go anywhere they want.

"If, for some legitimate reason, [illegible] commission to make an arrest," she said.

A few hours after his chamber comments, Lamb called The Times to say he had been mistaken on that point and that Durr was correct.

"I got confused with what we did when I was a police officer in Chicago," Lamb said. "As city police officers there, we were first sworn in as state police, so we could operate statewide if necessary, and then sworn in as city officers," he said. "I'm sorry if I gave the wrong impression at the chamber today."

Bill: Buckling up

Continued from page B-1

they are complying with the law, unless the officer has reason to believe the driver is in violation of another law.

Sen. Al Adams, D-Kotzebue, and the father of six children, said the bill should specify that several unbuckled children in a car should be counted as one violation. Sturgulewski said she was willing to amend the bill to include that change.

Adams expressed the opinion of many opponents of the bill before the committee approved it.

"I don't think it is a necessary piece of legislation," he said. "I think everyone in this room can put on a seat belt without the government forcing it."

The bill is being backed by a coalition of groups that is funded heavily by the auto industry, which sees seat belts as a better alternative to more expensive air bags.

Sandra

September 1, 1988, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.2 *Passenger cars manufactured on or after September 1, 1987, and before September 1, 1988.*

S4.1.3.2.1 Subject to S4.1.3.2.2 and S4.1.3.4, each passenger car manufactured on or after September 1, 1987, and before September 1, 1988, shall comply with the requirements of S4.1.2.1, S4.1.2.2 or S4.1.2.3.

S4.1.3.2.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.2.1 equal to not less than 25 percent of the average annual production of passenger cars manufactured on or after September 1, 1984, and before September 1, 1987, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.3 *Passenger cars manufactured on or after September 1, 1988, and before September 1, 1989.*

S4.1.3.3.1 Subject to S4.1.3.3.2 and S4.1.3.4, each passenger car manufactured on or after September 1, 1988, and before September 1, 1989, shall comply with the requirements of S4.1.2.1, S4.1.2.2 or S4.1.2.3.

S4.1.3.3.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.3.1 equal to not less than 40 percent of the average annual production of passenger cars manufactured on or after September 1, 1985, and before September 1, 1988, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.4 For the purposes of calculating the numbers of cars manufactured under S4.1.3.1.2, S4.1.3.2.2 or S4.1.3.3.2 to comply with S4.1.2.1, each car whose driver's seating position will comply with these requirements by means other than any type of seat belt is counted as 1.5 vehicles.

3. Standard No. 208 is amended by adding the following new sections:

S4.1.4 *Passenger cars manufactured on or after September 1, 1989.* Except as provided in S4.1.5, each passenger car manufactured on or after September 1, 1989, shall comply with the requirements of S4.1.2.1.

S4.1.5 *Mandatory seatbelt use laws.*

S4.1.5.1 If the Secretary of Transportation determines, by not later than April 1, 1989, that state mandatory safety belt usage laws have been enacted that meet the criteria specified in S4.1.5.2 and that are applicable to not less than two-thirds of the total population of the 50 states and the District of Columbia (based on the most recent Estimates of the Resident Population of States, by Age, Current Population Reports, Series P-25, Bureau of the Census), each passenger car manufactured under S4.1.3 or S4.1.4 on or after the date of that determination shall comply with the requirements of S4.1.2.1, S4.1.2.2, or S4.1.2.3.

S4.1.5.2 The minimum criteria for state mandatory safety belt usage laws are:

(a) Require that each front seat occupant of a passenger car equipped with safety belts under Standard No. 208 has a safety belt properly fastened about his or her body at all times when the vehicle is in forward motion.

(b) If waivers from the safety belt usage requirement are to be provided, permit them for medical reasons only.

(c) Provide for the following enforcement measures:

(1) A penalty of not less than $25.00 (which may include court costs) for each occupant of a car who violates the belt usage requirement.

(2) A provision specifying that the violation of the belt usage requirement may be used to mitigate damages with respect to any person who is involved in a passenger car accident while violating the belt usage requirement and who seeks in any subsequent litigation to recover damages for injuries resulting from the accident. This requirement is satisfied if there is a rule of law in the State permitting such mitigation.

(3) A program to encourage compliance with the belt usage requirement.

(d) An effective date of not later than September 1, 1989.

(Sec. 103, 119, Pub. L. 89-563, 80 Stat. 718 (15 U.S.C. 1392, 1407)

Issued: July 11, 1984.

Elizabeth H. Dole,

Secretary of Transportation.

[FR Doc. 84-18566 Filed 7-11-84; 12:32 pm]

BILLING CODE 4910-59-M

Sec. Transp. didn't rule — court did ruling. only 2 states have met criteria.

Talks wants. Stug. will get

Frank Bickford
2-1-89

TESTIMONY IN SUPPORT OF SB 59[redacted]
SAFETY BELT USE LAW
==========

THE ALASKA SAFETY BELT USE COALITION STRONGLY ENDORSES SB 59[redacted] SAFETY BELT USE LAW. THE COALITION, FORMED IN 1985, ADVOCATES THE PASSAGE OF A SAFETY BELT USE LAW AND PROMOTES THE USE OF SAFETY BELTS.

SAFETY BELT USE LAWS THAT HAVE BEEN PASSED IN 31 STATES AND D.C. MOTIVATE PEOPLE TO BUCKLE UP. THOSE STATES FOUND THAT VOLUNTARY USE WAS LOW AND THROUGH LEGISLATING THE USE OF SAFETY BELTS THE INCENTIVES TO USE THEM HAVE RESULTED IN SIGNIFICANT NUMBERS OF LIVES SAVED AND COSTS REDUCED.

THE COALITION IS A GRASS ROOTS MOVEMENT COMPRISED OF OVER 8,000 INDIVIDUALS AND 51 ORGANIZATIONS REPRESENTING A WIDE RANGE OF INTERESTS, INCLUDING HEALTH CARE DELIVERY SYSTEMS, BUSINESS AND INDUSTRY, EDUCATION, FRATERNAL, SERVICE AND CIVIC ORGANIZATIONS WHO BELIEVE THAT A SAFETY BELT USE LAW WILL SAVE LIVES, DECREASE INJURIES AND SAVE THE STATE OF ALASKA MILLIONS OF DOLLARS IN EXPENDITURES EACH YEAR.

THE LATEST HIGHWAY USERS FEDERATION REPORT ESTIMATES THAT A MANDATORY SEAT BELT USE LAW CAN SAVE 35 LIVES A YEAR, REDUCE THE HARDSHIP AND COST OF OVER 600 INJURIES AND SAVE $18 MILLION A YEAR TO THE STATE OF ALASKA IN MEDICAL COSTS, INSURANCE EXPENSES, LEGAL COSTS, LOSS OF PRODUCTIVITY AND OTHER COSTS SUCH AS POLICE, FIRE DEPARTMENT AND EMERGENCY MEDICAL SERVICE COSTS.

EDUCATIONAL CAMPAIGNS PROMOTING SAFETY BELT USE HAVE BEEN LAUNCHED HERE AND ACROSS THE COUNTRY. SAFETY BELT USAGE INCREASES TEMPORARILY DURING THE CAMPAIGN AND THEN RETURNS TO A LOW PERCENTAGE. THE AMOUNT OF MONEY SPENT IS GREAT AND THE RESIDUAL IMPACT SLIGHT. SAFETY BELT USE LAWS AND AN AGGRESSIVE EDUCATIONAL CAMPAIGN MUST BE COMBINED TO ACHIEVE MAXIMUM USE. IN THE ABSENCE OF A LAW EVEN WITH AN EDUCATIONAL CAMPAIGN, LESS THAN 32% OF THE POPULATION WILL BUCKLE UP. HOWEVER, A STATEWIDE POLL (ALASKA) LAST YEAR SHOWED THAT 81% OF ALASKANS WOULD WEAR SAFETY BELTS IF REQUIRED BY LAW.

A SAFETY BELT USE LAW IS THE INCENTIVE TO ESTABLISH THE SAFETY HABIT IN THOSE WHO OTHERWISE WOULDN'T BUCKLE UP.

IF A PERSON IS KILLED OR INJURED, IT AFFECTS MORE PEOPLE THAN THE VICTIM. PERSONS ARE NOT ALLOWED A "FREEDOM TO CHOOSE" TO PAY THE HEALTH CARE COSTS OF THOSE WHO "CHOOSE" NOT TO WEAR THEIR SAFETY BELTS.

THE COST OF NEEDLESS FATALITIES AND SERIOUS INJURIES ARE PAID BY ALL PERSONS - NOT SIMPLY THE VICTIM - IN INCREASED TAXES, INSURANCE PREMIUMS AND HEALTH CARE COSTS.

UNBELTED OCCUPANTS CAUSE INJURIES TO OTHER OCCUPANTS BY BECOMING "UNGUIDED MISSILES." THUS, THE "FREEDOM TO CHOOSE" TO WEAR THE BELT DOES AFFECT OTHERS DIRECTLY.

OTHER SIMILAR TRAFFIC - SAFETY LAWS PROTECT MOTORISTS AND OTHERS, SUCH AS SPEED LIMITS, DRINKING AND DRIVING AND DRIVER LICENSING. SAFETY BELT USE LAWS ARE CONSISTENT WITH THESE AND OTHER LAWS.

TRAFFIC ACCIDENTS DO NOT HAPPEN ON PERSONAL HIGHWAYS ANS STREETS ---- THE COSTS TO SOCIETY IN TERMS OF MEDICAL, REHABILITATION, UNEMPLOYMENT AND WELFARE SERVICES SUPERSEDE THE "RIGHT" OF PEOPLE TO SERIOUSLY OR FATALLY INJURE THEMSELVES OR OTHERS BY NOT BUCKLING UP. IN 1985, 1986 AND 1987, 201 OUT OF 231 ALASKANS KILLED IN MOTOR VEHICLE ACCIDENTS WERE NOT "BUCKLED UP." THIS TRAGEDY COULD HAVE BEEN PREVENTED. STATISTICS FROM SAFETY EXPERTS SHOW THAT THERE IS A BETTER THAN 50 PERCENT PROBABILITY THAT THE DEATHS WOULD HAVE BEEN AVOIDED IF ALASKA HAD A SAFETY BELT USE LAW.

THE PROPOSED SAFETY BELT USE LAW IN ALASKA IS A SECONDARY OFFENSE - REQUIRING THAT A MOTORIST BE STOPPED FOR ANOTHER OFFENSE BEFORE A $15 TICKET (WHICH MAY BE DONATED TO EMERGENCY MEDICAL SERVICES) CAN BE ISSUED FOR NOT USING SAFETY BELTS.

SECONDARY ENFORCEMENT WILL NOT IMPOSE ADDITIONAL BURDENS ON LAW ENFORCEMENT OFFICERS RESPONSIBLE FOR CITING MOTORIST UNDER THIS ACT. SAFETY BELTS REDUCE TRAFFIC FATALITIES, WHICH ARE EIGHT TIMES AS EXPENSIVE TO INVESTIGATE AS NON-INJURY ACCIDENTS. IN FACT, OFFICERS WOULD HAVE MORE TIME TO CONCENTRATE ON OTHER TRAFFIC ENFORCEMENT PROGRAMS.

IN THE PAST THREE YEARS OVER 8,000 ALASKANS HAVE SIGNED LETTERS OF SUPPORT FOR THE PROPOSED SAFETY BELT USE LAW AND OVER 50 BUSINESSES HAVE PASSED SUPPORTIVE RESOLUTIONS.

ONCE SB 50[redacted] PASSES THE LEGISLATURE AND IS SIGNED BY THE GOVERNOR, THE ALASKA SAFETY BELT USE COALITION PAYS FOR A ONE YEAR EDUCATIONAL CAMPAIGN (T.V., RADIO, NEWSPAPER, AND DIRECT MAIL PUBLIC SERVICE ANNOUNCEMENTS, AS WELL AS PRESENTATIONS TO INTERESTED ORGANIZATIONS, SCHOOLS, AND COMMUNITIES) PROMOTING THE LAW. THIS SERVICE PROVIDED BY THE COALITION WILL MEAN THE STATE WILL NOT HAVE TO SPEND MONEY TO IMPLEMENT THE LAW.

THE STATISTICS, THE PUBLIC SUPPORT, THE EDITORIAL SUPPORT (ANCHORAGE TIMES, ANCHORAGE DAILY NEWS, FRONTIERSMAN, VALLEY SUN, JUNEAU EMPIRE AND FAIRBANKS DAILY NEWS MINER), AND LEGISLATIVE SUPPORT SHOWS THAT THE PROPOSED SAFETY BELT USE LAW IS ONE THAT ALASKA CAN LIVE WITH.

RESOLUTIONS & LETTERS OF SUPPORT FOR A SAFETY BELT USE LAW (CSHB 167/jud.am)
As of December 20, 1988

Provided by Frank Bickford through Sen. Sturgulewski's office

AAA Alaska
Alaska Academy of Physicians Assistants
Alaska Avis Rent-A-Car
Alaska Branch/3 M
Alaska Chiefs of Police Association
Alaska Dental Society
Alaska Health Education Consortium
Alaska Nurses Association
Alaska Peace Officers Association
Alaska Review Board on Alcoholism
Alaska Medical Association
Alaska Medical Association Auxiliary
Alaska Treatment Center
Alpine Associates
American Society of Safety Engineers/AK Chapter
Anchorage Obstetrics & Gynecology
Anchorage Sand & Gravel
Anchorage Gymnastics
Arco Alaska
B & C Supply
Blue Cross of Washington and Alaska
Chevron USA
Chuck E. Cheese, Inc.
Consolidated Freightways
Denali Transportatoin dba Pacific Movers
Director's Federal Safety & Health Council/Southcentral Alaska
Eastwind, Inc.
FBI National Academy Associates
Firestone Stores
Goodyear Tire & Rubber, Co.
Harold's Rent-A-Truck
Health Association of Alaska
Highway Users Federation of Alaska
Humana Hospital/Executive Committee
Jackovich Industrial & Construction Supply
Joy E. Rosston-Zimmerman, R.N.C., A.N.P. (Humana Medical Plaza)
Juneau Retired Teachers Association
Junior Towne
Mammoth of Alaska
Mark J. Zimmerman, M.D., F.A.C.O.G. (Humana Medical Plaza)
Morrison-Knudsen, Co.
Mothers Against Drunk Driving/Juneau & Anchorage Chapters
North Star Council on Aging
Peratovich, Nottingham & Drage, Inc.
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Founded in 1946 by Norman C. Brown

A way to prevent needless deaths

This year, the legislature has a chance to help fight one of the most serious health problems in the state — and it can do so with very little money or effort.

The health problem is accidental injuries. They are the second leading cause of death for all Alaskans — and the leading cause among young Alaskans. Too many of these deaths come in motor vehicle accidents — some 231 over the past three years.

AGENDA 89

There's a simple way to cut this carnage on the state's highways: Require people to wear seat belts. Of those 231 victims, 201 were not belted in.

A bill to mandate seat belt use passed the state House last year but never made it to the Senate floor for a vote. This year, with new legislative leadership, prospects for a seat belt law look much better.

In the past, some people have resisted a seat belt law because they see it as an infringement on their personal freedom. Why they object is a mystery. The resulting "intrusion" into people's lives is on a par with a parking ticket — and has considerably more justification. When a parked car overstays its welcome, there's just one less parking space available. When car passengers fail to buckle up, they invite serious injury and death, and increase the costs we all pay for emergency services, insurance and health care.

Alaska's proposed seat belt law offers us all a gentle reminder to do what's good for everyone. The violation would be a secondary offense, meaning that drivers cannot be cited unless they are stopped for some other violation. The fine would be a mere $15. If violators don't want to send their checks to the government, they can donate the $15 to emergency medical services.

Seat belts save lives — but only if people wear them. A mandatory seat belt law is a reasonable way to get more people to buckle up.

ANCHORAGE TIMES

1-25-89

A matter of safety

THERE IS truly only one basic question to be answered when it comes to trying to decide whether Alaska should adopt a law which requires motorists to buckle up their seat belts when they get behind the wheel.

Do seat belts save lives?

And the overwhelming evidence — from all kinds of national statistics down to the doctors in the emergency rooms of Anchorage hospitals — is that they do.

It also is evident that without a law some people will not buckle up. So the law is necessary.

It is necessary in the same way that everyone who boards an airplane is required to fasten his or her seat belt.

And it is no more onerous a requirement than making it a law that motorists must halt at stop signs and red lights, yield to emergency vehicles or obey speed limits.

THIS ISN'T a debate over the infringement of personal liberties, as some opponents attempt to make it.

If you think your freedom would be abridged by a mandatory seat belt law, you no doubt are in a simmering fit right now because the state requires you to have a driver's license before you can legally operate a motor vehicle.

What's the difference?

Both items, as a matter of fact, are life-saving ingredients to making our streets and highways safer. You don't want to be on the same road with drivers who are not licensed. That's a law that looks after your own safety. So, too, would one requiring you to do what you may now forget to do when you slip behind the wheel — and that's to snap the seat belt in place.

Opponents argue that the lobbying for enactment of the seat belt law is nothing more than a deceitful ploy by the auto industry to try to avoid eventually providing air bags in all vehicles.

But so what if auto makers support the use of seat belts? So do a lot of other people, including the insurance industry, various medical societies and individual doctors, and every other motorist whose life has been saved because a seat belt was secure at the time of an accident.

Sen. Arliss Sturgulewski, the Anchorage Republican who is a prime sponsor of the seat belt law in this session of the legislature, is correct.

It's simply a matter of safety, pure and simple. Forget all the extraneous arguments. Stick to the basic reason why.

JUST THE other day, new statistics proved the point.

A study of all traffic accidents in North Carolina from 1983 to 1987 showed a dramatic drop in the number of deaths and serious injuries after a mandatory seat belt law was enacted. This report estimated that North Carolina may have 1,100 fewer severe and fatal highway injuries every year as a result of mandatory seat belt use.

A second study of 1,384 accident victims taken to trauma units of four Chicago-area hospitals showed that hospital admissions decreased by nearly 65 percent and related costs dropped 66 percent for those who were wearing seat belts. This study said the average cost of treating accident victims who were wearing seat belts was $534, compared to $1,583 for victims who didn't wear belts.

The Journal of the American Medical Association, reporting on the new studies, said this: "Safety belts turn out to be an economical way of trying to reduce that health-care dollar."

Thirty-one states and the District of Columbia have seat belt laws.

Alaska should become the 32nd state to get on this safety bandwagon.

Tuesday, January 17, 1989

Make it mandatory

The Legislature could do a simple thing that would save lives, reduce injuries and save money. It could pass a law making the use of safety belts in vehicles mandatory.

Many people don't like the idea of mandatory safety belt laws. The use of safety belts should be a personal choice, they say. The government has no business dictating personal choices.

It's a compelling argument, but not so compelling as the harm that is done by not wearing safety belts. According to a 1987 study, mandatory use of safety belts in Alaska would save 35 lives a year, reduce injuries to more than 600 persons, save $5 million worth of lost labor and decrease other economic losses associated with highway death and injury by $13 million. Not just the victims, but everyone pays the cost of not wearing safety belts in terms of increased taxes, insurance premiums and health care costs.

Thirty-one states and the District of Columbia have passed mandatory safety belt laws. In every state, use of safety belts has increased substantially.

Educational programs promoting safety belt use fail to provide the incentive to buckle up that a law requiring it does. We reluctantly move from a position of advocating voluntary compliances to urging the Legislature to make safety belts mandatory. They should, however, avoid some of the problems that Washington state encountered when they initially failed to provide for exemptions for certain types of delivery vehicles.

FAIRBANKS
Daily News-Miner

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5-4-88

Seatbelt bill should be passed

Lodged within the bowels of the Alaska Legislature is a bill that, plain and simple, would save lives. It is the seatbelt bill.

Opponents say any law requiring Alaskans to buckle their seatbelt is an infringement on their "civil liberties." They say that if they want to increase the likelihood of being injured or killed in an automobile accident by 15 to 25 percent, then that's their business.

Wrong. In fact, all of us pay the price of those individuals who cherish their "civil liberties" more than their lives. According to U.S. Secretary of Transportation Jim Burnley, seatbelt laws save more than the human suffering a serious traffic accident leaves in its wake.

ISSUE: Should Alaska have a seatbelt use law?

"Belt laws are helping to reduce the staggering societal costs of motor vehicle crashes, currently estimated to be $74 billion a year," he wrote in USA Today. That includes medical, municipal and state services, increased insurance expenses and other public expenditures.

The cost of not having a seatbelt law can be estimated in blood, too. If all 50 states had seatbelt laws, Secretary Burnley estimates 3,100 lives would have been saved last year alone. That is more than the population of Wrangell killed because of the lack of seatbelt laws.

What is this "threat" to our "civil liberties" that the Alaska Senate is protecting us from? The bill now bottled up in the Senate State Affairs Committee would make driving without wearing a seatbelt an secondary offense. That means you could not be stopped by a police officer solely for not wearing a seatbelt. But if you were stopped for another traffic offense and didn't have your seatbelt fastened, you would have to pay a $15 fine or donate that amount to emergency medical services.

Pardon us, but that is hardly an infringement on anyone's civil liberties. All it would do is heighten public awareness of the need to wear seatbelts.

Thirty-two states and Washington, D.C., have seatbelt laws. Obviously, those lawmakers know that any law that saves so many lives makes good sense.

Hopefully, Alaska's lawmakers would agree – if they ever got a chance to vote on the bill.

What happens if Alaska's legislators don't pass a seatbelt law this year? More people will die, more people will be injured, and the next legislature will have to do what this one refused to.

Pass a seatbelt law.

Please.

USA TODAY
Life
FRIDAY, DECEMBER 23, 1988

The big benefits of buckling up

By Dan Sperling
USA TODAY

Wearing seat belts reduces car-crash victims' injuries by 60 percent and cuts their hospital costs by more than $1,000, a new study suggests.

Dr. Elizabeth Mueller Orsay, assistant professor of emergency medicine at the University of Illinois School of Medicine in Chicago, and colleagues studied 1,364 emergency-room patients who had been in auto accidents.

Fifty-eight percent wore a safety belt when the accident occurred; 42 percent didn't.

Seat-belt wearers had a 60 percent reduction in injury severity, a 65 percent decrease in hospital admissions and a 66 percent reduction in hospital costs compared with those who wore no seat belt.

How seat-belt wearers fared compared with those who didn't:

▶ Seven percent of the seat-belt wearers had to remain in the hospital overnight, compared with 19 percent of the other patients.

▶ The average hospital charge for seat-belt wearers was $534, compared with $1,583 for those not wearing a seat belt.

"This study very strongly shows the benefits of buckling up, both for the individual and for society as a whole," says Orsay, whose study is reported in today's *Journal of the American Medical Association*.

Car accidents are the USA's leading cause of death among people age 5 to 34, and cost the country an estimated $57 billion a year, says Orsay.

About 3.2 million people are injured each year in car accidents. Though the government estimates that if everyone used seat belts, traffic fatalities would be cut in half and injuries reduced by 65 percent, only 31 states and the District of Columbia have laws requiring their use.

Another report, in the same issue, estimates that North Carolina's mandatory seat-belt law, enacted last year, has resulted in 1,100 fewer severe and fatal highway injuries annually.

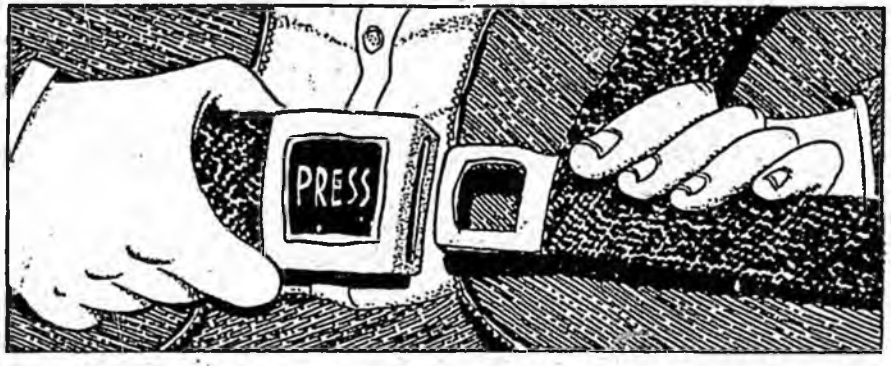
FORUM

Alaskans can live with proposed safety belt law

By FRANK BICKFORD

One thing alone can save 35 Alaskan lives a year, reduce the hardship and costs of over 600 injuries, save $5 million worth of lost labor, and decrease economic losses associated with highway death and injury alone by

COMPASS
POINTS OF VIEW FROM OUR COMMUNITY



as much as $13 million, according to estimates from The Alaska Highway Users Study. That one thing is wearing the safety belts already in our cars.

These facts are just four of the reasons Alaska needs a law requiring safety belt use. Although a major purpose of the Alaska Safety Belt Use Law would be to promote the safety of drivers and passengers using their safety belts, such a law would also promote the safety of other street and highway travelers, and promote the public welfare by reducing public expenditures.

In other words, if Alaska requires safety belts to be worn — everyone can benefit!

Safety belt-use laws that have been passed in 31 states and D.C. motivate people to buckle up. Those states found that voluntary use is low. Legislating the use of safety belts saved significant numbers of lives and reduced costs.

Educational campaigns promoting safety belt use have been launched here and across the country. Use of safety belts increases temporarily during the campaign and then returns to a low percentage. The amount of money spent is great and the residual impact slight.

Safety belt use laws and an aggressive educational campaign must be combined to achieve maximum use. In the absence of a law even with an educational campaign, less than 32 percent of the population will buckle up. However, a Hellenthal statewide poll last year showed that 81 percent of Alaskans would wear safety belts if required by law.

A safety belt use law is the incentive to establish the safety habit in those who otherwise wouldn't buckle up.

If a person is killed or injured, it affects more people than the victim. Persons are not allowed a "freedom to choose" to pay the health care costs of those who "choose" not to wear their safety belts.

The cost of needless fatalities and serious injuries are paid by all persons — not simply the victim. Taxes, insurance premiums and health care costs increase for us all. Unbelted occupants cause injuries to other occupants by becoming "unguided missiles." Thus, the "freedom to choose' to wear the belt does affect others directly.

The costs to society for medical care, rehabilitation, unemployment and welfare services supercede the "right" of people to seriously or fatally injure themselves or others by not buckling up. As a citizen and taxpayer, your rights are infringed upon by those who aren't responsible enough to buckle-up voluntarily; they leave you to pick up the tab for increased costs.

Other similar traffic-safety laws protect motorists and others, such as speed limits, drinking and driving and driver licensing. Safety belt use laws are consistent with these and other laws.

Ninety percent of those persons killed in motor vehicle accidents in Alaska during 1985, 1986, and 1987 were not wearing safety belts.

The proposed safety belt use law Alaska is a secondary offense-requiring t a motorist be stopped for another offe before a $15 ticket (which may be donatec emergency medical services) can be iss for not using safety belts.

Secondary enforcement will not imp additional burdens on law enforcement ficers responsible for citing motorists un this act. Safety belts reduce traffic fat ties, which are eight times as expensive investigate as non-injury accidents. In f officers would have more time to conc trate on other traffic enforcement progra

In the past three years Hellenthal Associates has conducted extensive st wide and local polls that show more thar percent of Alaskans supporting a safety l use law.

In the past three years more than 8, Alaskans have signed letters of support the proposed safety belt use law and over businesses have passed supportive resc tions.

The Alaska State House in 1987 pas the safety belt use law with bipartis support. The Senate in 1988 failed to act the legislation but 1989 looks more fav able for passage. Supporters of the l include Speaker of the House, Sam Cott Senate President Tim Kelly, and the Gov nor Steve Cowper.

The statistics, the public support, editorial support of many newspapers a legislative support show that the propos safety belt use law is one that Alaska c live with.

☐ Frank Bickford is executive director of t Alaska Safety Belt Use Coalition.

SB 59

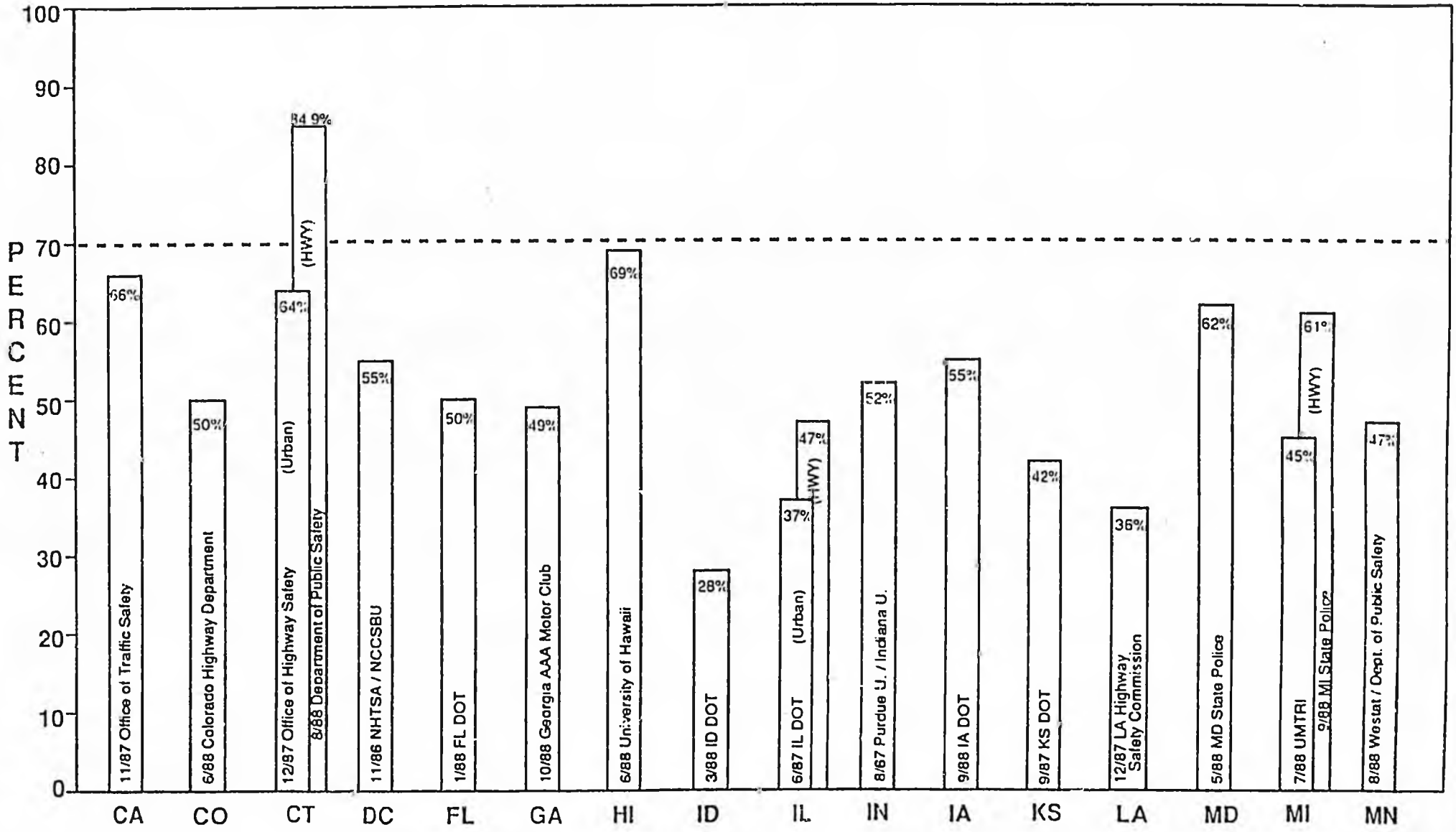
COUNTRIES WITH SAFETY BELT USE LAWS

Country	Effective Date
Australia	1/72
Austria	7/76
Belgium	6/75
Brazil	6/72
Bulgaria	1976
Canadian Provinces	
Alberta	7/87
British Columbia	10/77
Manitoba	1/84
Newfoundland	8/82
New Brunswick	11/83
Nova Scotia	1/85
Ontario	1/76
Quebec	8/76
Saskatchewan	7/77
Czechoslovakia	1/69
Denmark	1/76
East Germany	1/80
Finland	7/75
France	10/79
Greece	12/79
Hong Kong	10/83
Hungary	7/77
Iceland	10/81
Ireland	2/79
Israel	7/75
Ivory Coast	1970
Japan	12/71
Jordan	12/83
Luxembourg	6/75
Malaysia	4/79
Netherlands	6/75
New Zealand	6/72
Norway	9/75
Poland	1/84
Portugal	1/78
Singapore	7/81
South Africa	12/77
Spain	10/74
Sweden	1/75
Switzerland	1/76
Turkey	10/84

Country	Effective Date
United States and Territories	
California	1/86
Colorado	7/1/87
Connecticut	1/1/86
Dist. of Columbia	12/12/85
Florida	7/1/86
Hawaii	12/16/85
Georgia	9/1/88
Idaho	7/1/86
Illinois	7/1/85
Indiana	7/1/87
Iowa	7/1/86
Kansas	7/1/86
Louisiana	7/1/86
Maryland	7/1/86
Michigan	7/1/85
Minnesota	8/1/86
Missouri	9/28/85
Montana	10/1/87
Nevada	7/1/87
New Jersey	3/1/85
New Mexico	1/1/86
New York	12/1/84
North Carolina	10/1/85
Ohio	5/6/86
Oklahoma	2/1/87
Pennsylvania	11/23/87
Puerto Rico	1/1/74
Tennessee	4/21/86
Texas	9/1/85
Utah	4/29/86
Virginia	1/1/88
Washington	6/11/86
Wisconsin	12/1/87
United Kingdom	1/83
USSR	1/76
West Germany	1/76
Yugoslavia	1/85
Zimbabwe	7/80

SOURCE: University of Michigan Transportation Research Institute.

COMPLIANCE RATES IN POST-LAW STATES



December 1988

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COMPLIANCE RATES IN POST-LAW STATES

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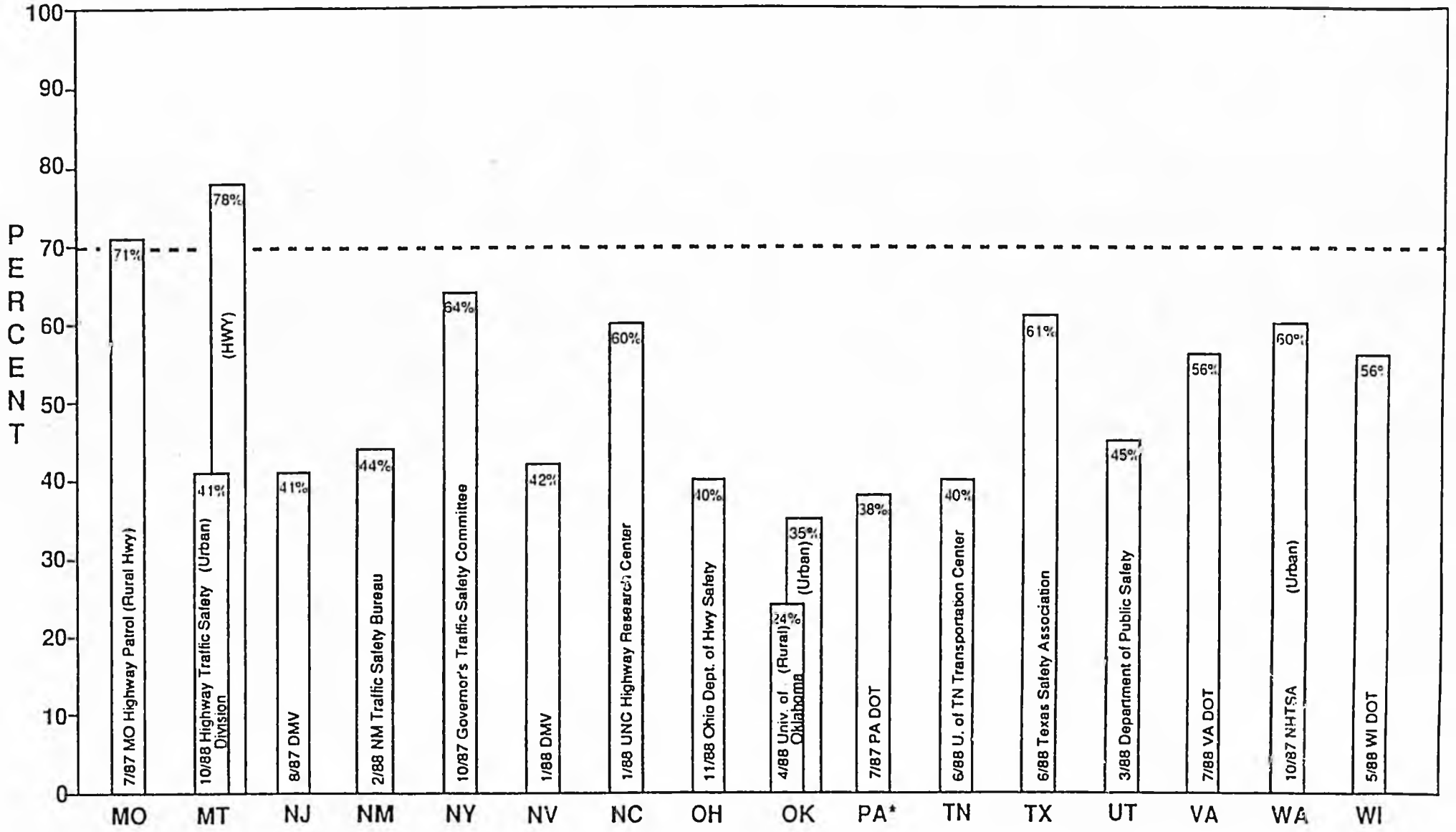

* Use rates prior to law taking effect

Facts and Attribution

* Safety-belt use has saved **10,938 lives** since 1983. Of those, state safety-belt-use laws were credited with saving **6,906 lives.** National Highway Traffic Safety Administration (NHTSA), 1988

* The probability of being involved in a motor-vehicle injury accident during a 75-year lifetime is better than **86 percent.** NHTSA, 1987

* There were **41,435** fatal accidents resulting in 46,386 fatalities in 1987. (Includes drivers or passengers in all types of motor vehicles, pedestrians and bicyclists.) NHTSA, 1988

* There were **25,144** passenger-car fatalities and **8,042** light-truck fatalities in 1987. NHTSA, 1988

* Approximately **3,896,000** people were injured in traffic crashes in 1986. (2,835,000 in passenger car accidents alone.) NHTSA, 1988

* The severity of approximately **100,000 injuries** is reduced each year as a result of states having passed safety-belt-use laws. University of North Carolina Highway Safety Research Center, 1987

* In 1986, an average of **one person** was killed in traffic accidents **every 11 minutes.** NHTSA, 1988

* Unrestrained passenger car occupants are **twice** as likely to receive moderate to critical injuries in the event of a crash as restrained occupants. NHTSA, 1987

* On a national basis, each 10 percent increase in safety-belt use results in **30,000 less** serious and moderate injuries and a savings of approximately **$800 million** in direct costs to society. David A. Sleet, San Diego St. University, 1986

* Traffic crashes rank as the **No. 1 killer** of Americans ages 1-40. NHTSA, 1988

* In terms of years of life lost to Americans (based on life expectancy data), injuries as a result of motor vehicle accidents exceed cancer by 1.1 million years and top heart disease and strokes by 900,000 years. Institute of Medicine, National Research Council and the National Academy of Sciences, 1985

* Of motor vehicle-related deaths, **82 percent** occur during normal weather conditions. NHTSA, 1988

* **Less than one half of 1 percent** of all injury-producing, passenger-car collisions involve fire or submersion. NHTSA, 1988

- Safety belts reduce the likelihood of fatal or serious injuries by **40 to 55 percent.** NHTSA, 1988

- Automobile accidents cost employers an average of **$120,000 per death** and **$1.9 billion annually.** National Highway Users Federation and the American Safety Federation (HUF), 1985

- The cost of all traffic deaths and injuries in the United States during 1986 was about **$74.2 billion**, including:

  - **$27.4 billion** in property damage
  - **$16.4 billion** in lost productivity
  - **$ 4.1 billion** in medical costs
  - **$26.3 billion** in other costs (such as insurance administration, legal and court costs and emergency services.) NHTSA, 1988

- People thrown from their cars are **25 times** more likely to be killed than if they stayed in their vehicle. About **three out of four** people involved in a fatal crash who were thrown from their vehicles in 1984 were killed. NHTSA, 1986

- Of the total passenger-car fatalities, **92 percent** occur in the front seat. NHTSA, 1988

- **Three out of every four** traffic accidents happen within 25 miles of the home. National Safety Council, 1986

- The overall fatality risk of back-seat passengers is reduced by **24 to 40 percent** through lap-belt use. NHTSA, June 1988

- Safety-belt-use legislation has been passed in **31 states** and the District of Columbia, covering **nearly 207,000,000 persons.** Traffic Safety Now, Inc., 1988

- It is estimated if **70 percent** of passenger car occupants regularly wore their safety belts in 1985, **7,400 lives** would have been saved and **135,000 moderate to severe injuries** would have been avoided. NHTSA, 1986

- NHTSA estimates lap belts in the rear seat could have saved an estimated **660** lives and prevented 10,200 serious injuries in 1987 if use were 100 percent. NHTSA, 1988

- Safety-belt use among drivers has risen from 14 percent in 1984 to more than **43 percent** in 1988. Among states with safety-belt-use laws, **51 percent** of motorists observed in 1987 wore their safety belts compared to only 27 percent in states without laws. NHTSA, 1988

December 1988

Editorial

The Case for Safety Belt Use

Safety belts have been required equipment for automobiles in the United States for 20 years. But it has been only recently that Americans have made extensive use of these effective devices. As recently as 1982, only 11% of American motorists were "buckling up." Today, 31 states and the District of Columbia have safety belt use laws on the books, and overall belt use is estimated to be at an all-time high of 46%.

See also pp 3593 and 3598.

The primary reason for this turnabout has been a refocusing of highway safety efforts, to concentrate more on drivers themselves rather than just on regulating manufacturers. Former Secretary of Transportation Elizabeth Dole settled a 15-year-long battle over air bags in 1984. Her solution: if states representing more than two thirds of the population enacted safety belt laws, manufacturers would not be required to install air bags or automatic safety belts. The auto industry has since lobbied intensively for safety belt laws in the state legislatures. The Department of Transportation and other groups, such as Traffic Safety Now and the American Coalition for Traffic Safety, have also waged a large-scale public information campaign promoting safety belt use.

The results are clear. Increased safety belt use has saved an estimated 11 000 lives since 1984, and tens of thousands of serious injuries have been prevented. The National Highway Traffic Safety Administration estimates that front-seat lap-shoulder belts are highly effective in protecting occupants in a crash, reducing the risk of death by 40% to 50% and the risk of moderate to serious injury by 45% to 55%.[1] These estimates were based on extensive data on crash and injury experience over the past decade.

Physicians and other professionals in the medical and public health fields can also play a key role in increasing safety belt usage. According to national health statistics, not only are motor vehicle crashes the leading cause of death among 5- to 34-year-olds, they account for the greatest number of productive years of life lost and are the most costly source of disability in the United States. Yet, a survey[2] of 209 Texas family physicians revealed that only 5% said they routinely ask their patients about safety belts. Fifty-eight percent neither advise nor discuss the risk, even when they are aware of nonuse. These physicians ranked nonuse of safety belts as less of a risk factor than smoking, obesity, excessive use of alcohol, high blood pressure, stress, lack of exercise, and a high-fat diet.

However, the American Academy of Family Physicians plans to introduce a continuing medical education course for physicians next year on how motor vehicle trauma can be reduced through patient education on the importance of using safety belts, child safety seats, and the extra protection provided by air bags. There is no doubt that increased safety belt education, especially among school-age children, will prove beneficial. Recent observations of 242 school-age children at a pediatric clinic dramatically demonstrated the influence of a physician's message to his or her young patients and parents on the importance of using safety belts.[3] It was found that 38% of the young patients who received counseling were then observed wearing their belts, compared with 5% of those who did not receive counseling.

Much more remains to be done to increase safety belt use across the country. Currently, surveys indicate that belt use in states with belt laws averages about 50%, but also varies widely from state to state, from 68% in Hawaii to only 27% in Tennessee.[4] The most dramatic, sustained increases in safety belt use appear to have been in those communities where there is a combination of intensive law enforcement and public information and education. Not surprisingly, belt use is generally lower in states without belt laws, but those states also show substantial variance. And we know that many countries have attained very high safety belt use rates—such as 80% in Australia and parts of Canada and 95% in Great Britain and West Germany. We are therefore convinced that there are great opportunities for further increases in belt use all across America.

Our goal at the Department of Transportation and the goal of a wide spectrum of safety groups across America is to attain a national safety belt usage rate of 70% by 1990.

There has never been any question that safety belts and child safety seats are extremely effective in saving lives and reducing injuries. The problem has been convincing motorists to use them every time they get into their cars and trucks. When the National Transportation Safety Board reported in a 1986 study[5] that use of rear-seat lap belts could cause injury in some crashes, some people mistakenly assumed that they were safer not wearing a belt at all. Nothing could be further from the truth. Our crash data conclusively show that lap-only safety belts are quite effective in reducing the risk of death and injury to occupants compared with wearing no belt at all. Furthermore, car manufacturers are now voluntarily taking the initiative to improve protection for rear-seat occupants even further by installing lap-shoulder belts as standard equipment in virtually all new cars by 1990.

The outlook on safety belt use is encouraging. More and more Americans are buckling up for safety, and each year more lives are being saved on our highways. But more than half of America's motorists are still unprotected. There is still much work for all of us—in government, in the private sector, and for health professionals—in spreading the important life-saving message of safety belt use.

As administrator of the National Highway Traffic Safety Administration, I urge physicians and major health care providers, as part of their daily routine, to advise patients about the importance of safety belts and the use of child safety seats to prevent injuries from motor vehicle crashes.

Diane Steed
National Highway Traffic
Safety Administration
Washington, DC

1. *Final Regulatory Impact Assessment on Amendments to Federal Motor Vehicle Safety Standard 208, Front Seat Occupant Protection*, publication DOT HS 806 572. US Dept of Transportation, 1984, p IV-2.
2. Mullen PD, Hiddle AK, Gottlieb NH, et al: Predictors of safety belt initiative by primary care physicians. *Med Care* 1988;26:376.
3. Macknin ML, Gustafson C, Gassman J, et al: Office education by pediatricians to increase safety belt use. *AJDC* 1987;141:1305-1307.
4. *Observed Safety Belt Use Statistics by State*. National Highway Traffic Safety Administration, 1988, pp 1-3.
5. *Effectiveness of Safety Belt Use Laws: A Multinational Examination*, publication DOT HS 807 018. US Dept of Transportation, 1986, pp 20-24.

Efficacy of Mandatory Seat-Belt Use Legislation

The North Carolina Experience From 1983 Through 1987

Terence L. Chorba, MD, MPH; Donald Reinfurt, PhD; Barbara S. Hulka, MD, MPH

The North Carolina General Assembly approved a law effective in October 1985 that mandated seat-belt use by front-seat occupants of passenger vehicles. In January 1987, a $25 fine for infractions of this law went into effect. This study examined numbers of car occupants with severe and fatal injuries in crashes in North Carolina, controlling for the amount of vehicle damage as a measure of crash severity. After the law, significant decreasing trends were seen in the percentages of front-seat occupants who had severe or fatal injuries in crashes, although the involvement of alcohol in crashes was still associated with an increased risk of such injury. Projections indicate that a reduction of approximately 1100 severe or fatal injuries per year can be attributed to the seat-belt law in North Carolina. This study supports the hypothesis that the societal burden of crash-associated injury can be reduced by mandating seat-belt use.

(*JAMA* 1988;260:3593-3597)

AN ACT to Make the Use of Seat Belts in Motor Vehicles Mandatory, North Carolina Senate bill 39, went into effect on Oct 1, 1985. The act mandated seat-belt use by front-seat occupants of passenger cars, allowed for a 15-month period during which warning tickets would be issued for violations, and provided for a $25 fine for infractions that occurred after Jan 1, 1987. The act permitted vehicles to be stopped for a seat-belt law violation alone (primary enforcement) rather than requiring that a vehicle must first be stopped for some other traffic violation (secondary enforcement).

See also pp 3598 and 3651.

Because it is important for legislators and voters to know whether a law mandating seat-belt use and imposing a fine can achieve its legislative intent, in this study we attempted to determine if there were reductions in severe and fatal injury that resulted from mandating seat-belt use by front-seat occupants in North Carolina. If so, it would be expected that there would be reductions in morbidity and mortality among targeted front-seat passenger car occupants, and that such reductions would be in excess of those among occupants not covered by the law. This report presents analyses of numbers of persons with severe and fatal injuries by occupant position in car crashes, controlling for the amount of vehicle damage as a measure of crash severity.

From the Division of Field Services, Epidemiology Program Office, Centers for Disease Control, Atlanta (Dr Chorba); and the Highway Safety Research Center (Dr Reinfurt) and the Departments of Biostatistics (Dr Reinfurt) and Epidemiology (Dr Hulka), School of Public Health, University of North Carolina, Chapel Hill.

Reprint requests to Epidemiology Program Office, Mailstop C08, Bldg 1, Room 5127, Centers for Disease Control, Atlanta, GA 30333 (Dr Chorba).

EXPERIMENTAL DESIGN AND METHODS

Subjects and Definitions

The study subjects were the drivers and other motor vehicle occupants in North Carolina crashes from January 1983 through September 1987.

The two classes of vehicles principally covered by North Carolina Senate bill 39 are passenger cars and station wagons. *Targeted* vehicles were defined as passenger cars and station wagons, and *nontargeted* vehicles as all other motor vehicles. *Targeted* occupants were persons to whom the act pertained (in targeted vehicles), viz, drivers and front-seat occupants 6 years of age or older. Car occupants 5 years of age or younger were covered by the North Carolina child-restraint law, not by Senate bill 39, and, hence, they were not a targeted group. *Nontargeted* occupants were persons to whom the act did not pertain; eg, rear-seat occupants of passenger cars, all occupants 5 years of age or younger, and occupants of motor vehicles other than passenger cars or station wagons.

Study Design and Statistical Methodology

The study design was a separate-sample pretest-posttest design[1] that examined crash data over three periods:

(1) before the belt law was in effect; (2) after the law was in effect but before implementation of a $25 fine for violations, ie, during the warning period; and (3) after implementation of the $25 fine. Included were analyses of belt use during the three periods and analyses of morbidity and mortality data from crashes by period and by quarter-year, stratified for various factors, including use and nonuse of seat belts, degree of vehicle damage, and alcohol involvement. Because data for only the first nine months of 1987 were available at the time of this study and because of the possibility that seasonality affected the data, data were also compared for the first nine months of 1983 through 1987.

Pearson χ^2 analysis[2] was used to examine aggregated vehicle damage data with respect to severe and fatal injuries. For drivers and passengers in the right front seat, 2×2 tables were constructed to compare the numbers of occupants with or without severe or fatal injuries in crashes by aggregated levels of vehicle damage (levels 1 and 2, mild crash; levels 3 and 4, moderate crash; and levels 5 through 7, severe crash). For each aggregated level of vehicle damage, occupants before the seat-belt law were compared with occupants during the warning period and after the $25 fine.

For targeted and nontargeted vehicle occupants, the relation of severe and fatal injuries to year or to quarter-year was evaluated using the test for linear trends in proportions.[3] To examine vehicle damage and driver injury data with respect to driver alcohol involvement, we used ridit analysis.[4,5] To evaluate the statistical significance of ridit scores across several intervals, we used Mantel-Haenszel χ^2 analysis.[6]

The significance level for all statistical analyses was $P<.05$.

Data Sources, Collection Procedures, and Analysis

The University of North Carolina Highway Safety Research Center (HSRC) crash data tapes were created from tapes of the North Carolina Division of Motor Vehicles and were produced in Raleigh, NC. We used HSRC tapes that included all reportable motor vehicle crashes that occurred in North Carolina from January 1983 through September 1987, and from these we created a 10% systematic sample, choosing every tenth report in chronologic order. Crashes were defined as any collision involving a motor vehicle(s) resulting in injury to or death of any person or in total apparent property damage equivalent to or in excess of $500. Crash report forms were filled out by an investigating officer (highway patrolman, municipal police officer, etc), not by persons involved in the crash. All reporting agencies used the same standard report form. For this study, data from these tapes were used for assessments of injury, vehicle damage, and alcohol involvement. These assessments were performed as follows.

Injury Assessment.—The severity of personal injury and vehicular damage was scored by the investigating officer at the scene of the crash. Personal injury categories included the following: (1) fatality, (2) severe (incapacitating—obviously serious enough to prevent carrying on normal activities for at least 24 hours, eg, massive loss of blood or broken bone), (3) moderate (not incapacitating—injury other than severe injury or fatality evident at the scene), (4) mild (no visible sign of injury but complaint of pain or momentary unconsciousness), and (5) no injury. The validity of these assessments has been measured[7]; an overall rate of 74.7% agreement was found when injury judgments (severe or fatal vs not severe) of police were compared with those of emergency medical service personnel.

Vehicle Damage Assessment.—Damage sustained by motor vehicles was assessed in terms of a seven-point damage severity rating scale from least severe (level 1) to most severe (level 7) that has been standardized using photographs of damaged automobiles. These photographs were published in a small booklet[8] and were provided to all reporting agencies for dissemination to all investigating officers in North Carolina.

Alcohol Involvement Assessment.—Analyses of alcohol involvement were based only on cases for which the investigating officer made a definite judgment of drinking or not drinking; ie, drivers classified as "unknown" or "not stated" were omitted. Drivers with involvement of alcohol included those classified as either "drinking—impaired" or "drinking—impairment unknown." The accuracy of such judgments of driver alcohol involvement in these reports has been measured by Waller et al[7]; 79.1% of arrested drivers classified by the investigating officer as drinking had measured blood alcohol concentrations (BACs) of 0.10% or higher, 90.5% had BACs of 0.05% or higher, and only 2.05% had BACs of 0.00%.

Data from the HSRC tapes were also used to quantify reported restraint use or nonuse.

For different periods, the numbers of severely or fatally injured occupants were compared with the total numbers of occupants involved in crashes for all occupants of motor vehicles, front-seat and rear-seat occupants, targeted occupants, and nontargeted occupants of targeted and nontargeted motor vehicles. For drivers and occupants of the right front seat, injuries among persons wearing lap and shoulder belts and unrestrained persons were examined by the degree of vehicle damage in crashes with front-end impacts and non-front-end impacts during the three periods to determine the relative distributions of injury among occupants by reported belt use. Injuries among drivers involved and not involved with alcohol were also examined by the degree of vehicle damage.

Observed belt-use data in the population at risk were obtained by the HSRC under a grant from the Governor's Highway Safety Program; general seat-belt use was measured at 72 intersections around the state by four trained observers. Frequencies of observed use on the highway and reported use of restraints by drivers and other front-seat occupants involved in crashes were compared, as were the frequencies of different levels of injury associated with the reported use or nonuse of belts for vehicle occupants involved in crashes in each of the three periods: (1) before the belt law (January 1983 through September 1985), (2) during the warning period (October 1985 through December 1986), and (3) after implementation of the fine (January through September 1987).

RESULTS

Crash investigators submitted crash reports on 203 000 passenger cars or station wagons for 1983, 207 000 for 1984, 211 000 for 1985, 227 000 for 1986, and 172 000 for the first nine months of 1987. Of these reports, 62.7% were submitted by municipal police; 36.6% by the state highway patrol; and 0.7% by local sheriffs, rural or county police, and other traffic investigating agencies. From January 1983 through September 1987, approximately 55% of drivers involved in crashes were male, 74% were white, and 53% were 30 years old or younger. Forty-five percent of the crashes occurred on local streets, 52% occurred on primary or secondary roads, and less than 3% occurred on interstate highways. Of passenger vehicles involved in crashes, 61% had mild damage (level 1 or 2), 29% had moderate damage (level 3 or 4), and 10% had severe damage (levels 5 through 7). The distributions of these characteristics and measures of driver alcohol involvement showed no appreciable trends over the periods studied.

In examining the severity of injury for drivers and occupants of the right front seat in front-end and non-front-end crashes, lack of belt use was consis-

tently associated with distributions of injury skewed toward more severe degrees of injury. Data for drivers in front-end crashes are presented in Table 1. Drivers in crashes reportedly wore seat belts more frequently than did occupants of the right front seat (Table 2); this is consistent with observations of the population at risk.

Decreases were observed in the percentages of targeted occupants who had severe injuries and deaths in crashes in 1986 compared with 1985 and in 1987 compared with each of the four previous years (Table 3). When examined by quarter-year from the first quarter of 1983 through the first quarter of 1985, a significant increasing trend in the proportions of severe injuries and deaths was observed for targeted occupants ($R^2=0.47$, $P=.019$). When examined by quarter-year from the third quarter of 1985 (just before the warning period) through the third quarter of 1987, a significant decreasing trend was observed in the percentages of targeted occupants who had severe injuries and deaths in crashes ($R^2=0.38$, $P=.044$). In the first quarter of 1987 (just after implementation of the fine), a marked decrease was found in the percentage (3.50%) of targeted occupants of passenger vehicles who had severe or fatal injuries compared with data (5.06%) for the first quarter of 1985 (odds ratio [OR] = 1.47 [95% confidence interval (CI), 1.23 to 1.76], $P<.0001$).

There was a decrease in the percentages of both drivers and occupants of the right front seat who had severe or fatal injuries in the first nine months of the year in 1986 compared with 1985 and in 1987 compared with each of the previous three years (Table 4). These decreases in percentages were principally observed among targeted front-seat occupants (Table 3). When examined by quarter-year from the first quarter of 1983 through the first quarter of 1985, a significant increasing trend in the proportions of severe injuries and deaths was observed for drivers of targeted vehicles ($R^2=0.58$, $P=.007$). Although an increasing trend in proportions was also observed among occupants of the right front seat who were severely injured or killed during the same time, the trend was not statistically significant. However, when examined by quarter-year from the third quarter of 1985 through the third quarter of 1987, significant decreasing trends in the proportions of severe injuries and deaths were observed for drivers of targeted vehicles ($R^2=0.52$, $P=.029$) and for occupants of the right front seat of targeted vehicles ($R^2=0.48$, $P=.038$). No discernible trends in the proportions of severe injuries and deaths were observed for rear-seat occupants.

Ridit analyses revealed the persistence over all three periods of significant differences between distributions of injury for drivers involved and not involved with alcohol for all levels of vehicle damage; this is consistent with the hypothesis that the risk of death or severe injury in a crash is increased by alcohol involvement.[7] Even for mild crashes in the first nine months of 1987, drivers who had been drinking sustained more severe injuries than those who had not been drinking (ridit = 0.560, Mantel-Haenszel $\chi^2=32.1$, $P<.001$). For severe crashes in the same period, the odds were almost 2:1 that drivers who had been drinking sustained more severe injuries than those who had notbeen drinking (ridit = 0.652, Mantel-Haenszel $\chi^2=55.5$, $P<.001$).

Table 1.—Distribution of Injury for Drivers of Targeted Vehicles in Front-End Crashes by Injury Severity, Time Period, and Reported Seat-Belt Use*

	Distribution of Injury, %					
	Belt Use Before Law (1/83-9/85)		Belt Use During Warning Period (10/85-12/86)		Belt Use After $25 Fine (1/87-9/87)	
	Yes (N = 2605)	No (N = 13 581)	Yes (N = 5030)	No (N = 2920)	Yes (N = 4289)	No (N = 474)
Injury						
None	84.1	75.6	80.7	65.5	79.7	58.7
Mild	10.0	10.9	11.3	14.8	12.0	12.2
Moderate	4.5	8.7	5.9	12.3	5.8	17.5
Severe	1.4	4.5	2.1	6.6	2.4	9.1
Fatal	0.0	0.3	0.1	0.7	0.1	2.5

*10% sample; data are aggregated for drivers who wore shoulder and lap belts and those who wore only lap belts.

Table 2.—Observed and Reported Use of Seat Belts by Drivers and Occupants of Right Front Seat by Time Period and Seat Position

			Observed Use		Reported Use*	
Time Period	Month	Seat Position	No. Observed	% Belted	No. Reported	% Belted
Before the law	9/85	Driver	18 212	25.4	1518	32.7
		Right front	6872	20.6	570	29.8
During warning period	11/86	Driver	21 859	43.8	2048	65.2
		Right front	8123	37.2	719	60.5
After $25 fine	1/87	Driver	15 847	77.7	1689	91.2
		Right front	5828	70.6	531	89.3

*Persons in crashes.

Table 3.—Motor-Vehicle Occupants in Crashes in Targeted Vehicles With Severe or Fatal Injuries by Seat Position*

	Year				
Motor-Vehicle Occupants	1983	1984	1985	1986	1987
Targeted front-seat occupants					
All					
No. in crashes	18 834	19 289	19 385	20 603	21752
% severely or fatally injured	3.94	4.51	4.67	4.39	3.78
Drivers					
No. in crashes	13 849	14 306	14 404	15 318	16 371
% severely or fatally injured	3.87	4.34	4.58	4.20	3.63
Occupants of right front seat					
No. in crashes	4711	4697	4749	5086	5224
% severely or fatally injured	4.14	4.94	4.86	4.76	4.19
Rear-seat occupants					
No. in crashes	2008	2169	2233	2313	2490
% severely or fatally injured	3.14	3.41	2.78	3.50	2.49

*10% sample during first 9 mo of year. Persons <6 years old were covered by the child-restraint law and are excluded from these data.

Table 4.—Motor-Vehicle Occupants in Crashes With Severe or Fatal Injuries by Seat Position*

Motor-Vehicle Occupants	Year				
	1983	1984	1985	1986	1987
Front-seat occupants					
All					
No. in crashes	24 157	24 672	25 204	26 729	28 850
% severely or fatally injured	4.06	4.70	4.98	4.64	3.95
Drivers					
No. in crashes	17 539	18 151	18 491	19 757	21 318
% severely or fatally injured	4.17	4.62	4.99	4.59	3.91
Occupants of right front seat					
No. in crashes	5813	5829	6078	6413	6773
% severely or fatally injured	3.80	4.79	4.59	4.55	4.10
Nontargeted occupants					
All					
No. in crashes	8077	8231	8868	9207	10 194
% severely or fatally injured	3.76	4.59	4.72	4.61	3.90
Rear-seat occupants					
No. in crashes	2904	2848	3049	3101	3303
% severely or fatally injured	2.55	3.05	2.49	2.90	2.39

*10% sample during first 9 mo of year. Nontargeted occupants are persons to whom the seat-belt law did not pertain, viz, occupants of nontargeted vehicles, rear-seat occupants, and persons <6 years old.

Table 5.—Drivers Severely Injured or Killed in Targeted Vehicles in Front-End Crashes by Time Period and Level of Vehicle Damage*

Time Period	% (No.) of Drivers Severely Injured or Killed by Level of Vehicle Damage		
	Mild	Moderate	Severe
Before the Law (1/83-9/85)	1.09 (113/10336)	5.53 (256/4627)	22.05 (344/1560)
During warning period (10/85-12/86)	1.18 (60/5086)	5.22 (121/2320)	20.42 (164/803)
After $25 fine (1/87-9/87)	0.92 (29/3140)	4.10† (54/1316)	20.79 (95/457)

*10% sample.
†$P<.05$ (derived from 2x2 tables comparing the number of drivers with or without severe or fatal injuries; drivers before the law were compared with drivers during warning period and after $25 fine).

Table 5 includes χ^2 analyses of severe and fatal injuries for drivers of targeted vehicles in front-end crashes by the severity of vehicle damage for the three periods. Data for drivers in non–front-end crashes and for other occupants are not shown. When data before the law and during the warning period were compared, significant decreases in the proportions of persons with severe and fatal injuries were noted for drivers in moderate non–front-end crashes (OR = 1.23 [95% CI, 1.03 to 1.47], $\chi^2 = 5.7$, $P = .017$) and for occupants of the right front seat in moderate front-end crashes (OR = 1.56 [95% CI, 1.06 to 2.31], $\chi^2 = 5.6$, $P = .018$).

When data before the law and after the fine were compared, significant decreases in severe and fatal injuries were noted for drivers in moderate front-end crashes (OR = 1.37 [95% CI, 1.00 to 1.87], $\chi^2 = 4.2$, $P = .040$). A significant decrease was also noted for drivers in moderate non–front-end crashes (OR = 1.41 [95% CI, 1.13 to 1.76], $\chi^2 = 9.6$, $P = .002$). Decreases in severe and fatal injuries were also noted for occupants of the right front seat in moderate front-end crashes (OR = 1.87 [95% CI, 1.10 to 3.22], $\chi^2 = 6.0$, $P = .014$). No significant differences were noted for occupants of the right front seat in non–front-end crashes.

Comparisons of the percentages of nontargeted occupants with severe or fatal injuries in crashes for the first nine months of each year revealed a significant decrease between 1985 (4.72%) and 1987 (3.90%) (OR = 1.22 [95% CI, 1.06 to 1.41], $\chi^2 = 7.8$, $P = .005$; Table 4). Most of this decrease occurred between 1986 (4.61%) and 1987 (3.90%) (OR = 1.19 [95% CI, 1.03 to 1.37], $\chi^2 = 5.9$, $P = .016$). A significant difference in proportions was observed for 1986 (3.50%) and 1987 (2.49%) when rear-seat occupants older than 5 years of age in targeted vehicles were evaluated for severe or fatal injuries in crashes (OR = 1.42, [95% CI, 1.00 to 2.02], $\chi^2 = 4.3$, $P = .039$; Table 3). Among other nontargeted occupants, a decrease in the percentages of severe and fatal injuries was also observed (although it was not statistically significant) between 1986 (5.00%) and 1987 (4.36%). Whether these trends toward reductions in severe and fatal injuries among nontargeted persons reflect technological improvements in automotive safety or changes in seat-belt use secondary to the law could not be determined using this data set.

COMMENT

We observed significant reductions in severe and fatal injuries in crashes among front-seat car occupants who were targeted by a mandatory seat-belt law, especially after implementation of a $25 fine for infractions. These reductions were in excess of those observed among other occupants of the same vehicles. These results are consistent with reductions in morbidity and mortality observed elsewhere after mandatory belt-use legislation.[9-13]

Estimates of the frequency of belt use by persons involved in nonfatal collisions are dependent on self-reporting to the investigating officer. Where there are seat-belt laws, self-reported belt use appears to be overestimated for all but the most severely or fatally injured. This would result in underestimation of the law's effect on morbidity and mortality for that segment of the population whose belt use has changed in response to the law. Injuries not apparent at the crash would also go unreported, as would crashes that did not involve injury or significant damage. Such underreporting alters measures of seat-belt effectiveness to the extent that such injuries would be less prevalent among belted persons than among nonbelted persons. However, there is no reason to suppose an effect of belt use on the reliability, validity, or completeness of crash reports.

Significant underreporting has been reported in official statistics of injuries from motor-vehicle collisions.[14] If a differential shift in reporting occurred in favor of a given degree of injury, the results of this study would have been biased accordingly. Aside from a slowly increasing trend toward more severe and fatal injury reported for front-seat occupants before the law (Tables 3 and 4), a review of North Carolina crash data from 1979 through 1985 revealed no shift in injury distributions in crashes reported over several years before passage of the law. There is no reason to suppose that there was such a shift in underreporting in the two years after passage of the law.

Ridit analyses revealed that the seat-

belt law has not altered the relationship of driver alcohol involvement to injury outcome when one controls for crash severity. This is not surprising because alcohol is thought to reduce tolerance to impact[7,18] and because North Carolina data consistently indicate less-frequent belt use among drivers involved with alcohol.

Dramatic increases in seat-belt use that occur immediately after seat-belt legislation are generally not sustained over time[12]; the initial increase in belt use is followed by a decline, typically about four months after the law takes effect.[11] For the first nine months of 1987, the mean observed percentages of persons belted in North Carolina were 68% for drivers and 66% for occupants of the right front seat. Although these percentages decreased to 60% and 58%, respectively, in January 1988, seat-belt use has increased subsequently, with percentages of 63% for drivers and 63% for occupants of the right front seat observed in August 1988. Although present seat-belt use levels are lower than those in the nine-month period studied after implementation of the fine, the difference is small, and seat-belt use appears to be increasing again in North Carolina.

Whereas special enforcement campaigns undertaken elsewhere have resulted in dramatic increases in compliance with seat-belt laws,[16,17] no such campaign has yet occurred in North Carolina. During the first nine months of 1987, the State Highway Patrol issued 27 924 citations with fines (3103 per month) compared with 123 521 warning tickets for belt-law violations issued in 1986 (10 290 per month) by the same agency. In the absence of efforts to maximize enforcement, the decreases in morbidity and mortality presented here may not be sustained without other interventions (eg, educational efforts or installation of automatic restraints).

Impact studies are needed so that legislators and voters can determine whether mandating buckling up is worth the inconvenience and sacrifice of personal freedom. This study indicates that the North Carolina law has reasonably achieved its legislative intent. If one compares the numbers of severe and fatal injuries among targeted persons for the first nine months of 1987 (approximately 8220) with those of the first nine months of 1985 and 1986 (approximately 9040 and 9060, respectively) and extrapolates to 12 months, approximately 1100 fewer severe and fatal injuries per year would be observed among targeted persons in North Carolina after implementation of the $25 fine. If one considers the total population of North Carolina (approximately 6 000 000), these data indicate that annually as many as one in every 5400 North Carolinians could be spared a severe or fatal injury because of this intervention, provided that the belt-use levels observed in the first nine months of 1987 are again attained. Although the expected protective value of buckling up is low for the individual, the data indicate that the collective advantage is large.

When North Carolina crash data from the period before implementation of the $25 fine were compared with data from the first nine months of 1987, significant reductions were found in severe and fatal injuries for persons targeted by the law. The extent to which these reductions are directly attributable to a mandatory belt-use law remains unknown, but the law was the major automotive safety intervention introduced statewide during the periods examined. Whereas these data support the hypothesis that mandating seat-belt use results in reductions in crash-associated morbidity and mortality in targeted groups, compliance with the law and maintenance of these reductions will be a function of enforcement and educational efforts.

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Prospective Study of the Effect of Safety Belts on Morbidity and Health Care Costs in Motor-Vehicle Accidents

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To assess the impact of safety belt use on the extent of injuries sustained in motor-vehicle accidents and the incurred health care costs, 1364 patients were prospectively evaluated at four Chicago-area hospitals. Of these, 791 (58%) were wearing a safety belt whereas 573 (42%) were not. The mean injury severity score for safety belt wearers was 1.8 ± 0.07 vs 4.51 ± 0.31 in those not wearing a safety belt. Only 6.8% of safety belt wearers required admission vs 19.2% of those not wearing a safety belt. Restrained occupants incurred mean charges of $534 ± $67 compared with $1583 ± $201 in unrestrained occupants. Thus, safety belt wearers had a 60.1% reduction in severity of injury, a 64.6% decrease in hospital admissions, and a 66.3% decline in hospital charges. Our findings demonstrate the significant societal burden of nonuse of safety belts in terms of morbidity and the costs of medical care.

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TRAUMA resulting from motor-vehicle accidents (MVAs) represents a major challenge to our health care delivery system and a significant societal burden. Motor-vehicle accidents are the leading cause of death in Americans aged 5 to 34 years and the seventh leading cause of death overall.[1] In 1982, an estimated 3.2 million people were injured in MVAs, of whom approximately 1.4 million were treated in emergency departments and 350 000 required hospitalization.[2] As a result of MVA-associated injuries, 1.3 million years of potential life before age 65 years were lost in 1984.[3] The overall economic loss to the United States attributable to MVAs in 1980 has been estimated to be $57.2 billion.[4]

The Department of Transportation postulates that universal use of safety belts would reduce MVA-related fatalities by 50% and injuries by 65%.[5] Previous studies, based on police reports[6] or National Highway Traffic Safety Administration records,[7] report a reduction of serious injury of belted front-seat occupants of 43% to 52%[6] and a decline in fatalities of 43%.[7] To our knowledge, no prospective studies based on medical data have specifically attempted to assess the efficacy with which safety belt use may prevent injury from motor-vehicular trauma. We undertook the following prospective study to assess the effect of safety belt use on the extent of injuries sustained during MVAs as well as the economic impact of their use.

See also pp 3593 and 3651.

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Read before the 17th Annual Meeting of the University Association for Emergency Medicine, Philadelphia, May 20, 1987.

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MATERIALS AND METHODS

During the period of Jan 1 to July 1, 1986, data were collected on patients who presented after an MVA to the emergency department or trauma unit of four Chicago-area hospitals. Two of these hospitals (Mercy Hospital and Medical Center and Illinois Masonic Medical Center, Chicago) were urban community hospitals, one was a public inner-city hospital (Cook County Hospital, Chicago), and the fourth was a large suburban community hospital (Lutheran General Hospital, Park Ridge, Ill). These four hospitals were selected because they cover a wide geographic area within Cook County and a wide range of socioeconomic groups. In addition, the selected hospitals receive patients from a large assortment of urban crash settings, including expressways (high speeds) and city streets (lower speeds). Patients involved in MVAs that occurred in rural areas were not included.

All patients who presented with complaints referable to an MVA that had taken place within the previous 24 hours were eligible for inclusion. Pedestrians, bicyclists, motorcyclists, bus passengers, and those in trucks with more than two axles were excluded. Each weekday, the logs of each emergency department or trauma unit were reviewed in an attempt to identify any missed motor-vehicle injury cases. Cases thus identified were resubmitted to the examining physician with the medical record for completion and inclusion in the study.

Initial data were collected prospectively for all study subjects by the examining physician. The physician administered a structured questionnaire that included the following data: (1) de-

termination of safety belt usage, (2) position of subject in vehicle, (3) mechanism of injury (front-end, rear-end, or broadside collision), (4) posted speed limit at location of MVA, (5) mode of transport to hospital, and (6) final disposition (discharge, transfer to another facility, admission to hospital, or death in emergency department). The examining physician also noted on the questionnaire if there was evidence of alcohol use, ie, clinical intoxication, a smell of alcohol on the breath, or an alcohol level. The data were then analyzed as yes/no variables. Alcohol levels obtained for legal use were sent to state laboratories; the results were not made available for the purposes of this study and therefore are not included. For all subjective data collected, independent confirmation was sought from paramedics, police, or others whenever possible.

The medical records (emergency and inpatient, if applicable) of all subjects were subsequently reviewed by a member of the research team. Additional collected data included the time of registration, nature of injuries, and payment status. An injury severity score (ISS) was then calculated based on the *Abbreviated Injury Scale Manual* (1985 edition).[8] A numerical score (1 to 5) is assigned to the severity of injury in each region; the squares of the three highest scores are then summated to obtain the ISS. Financial records were analyzed to determine the total hospital (excluding physician fees) and emergency department charges generated as a direct result of the MVA for each subject. The costs of consultants, admitting physicians, rehospitalizations, and rehabilitation were not included.

Study subjects were divided into two groups (restrained and unrestrained by safety belts) for the purposes of data analysis. Preliminary power calculations were made for an alpha of 0.05 and a power of 0.90 to detect a difference in ISS score of at least 0.5. The principal statistical tests used were *t* tests for comparisons of means of continuous variables and χ^2 tests for drawing inferences concerning proportions. Analyses of covariance and logistic regression analyses were performed to compare safety belt users with nonusers, controlling for possible confounding variables. The SAS statistical package on an IBM mainframe at the University of Illinois at Chicago was used to perform the analyses.

RESULTS

A total of 1364 patients were entered into the study. The mean age of the patients was 33.03 ± 0.42 years (mean ± SEM); 52.5% were men, 63.6% were drivers, 24.6% were front-seat passengers, and 11.3% were back-seat passengers. There was no significant difference noted in the month patients were seen (January through June), but there was a difference noted in the time they were registered; 37.1% were registered from 7 AM to 3 PM, 42.1% from 3 to 11 PM, and 20.8% from 11 PM to 7 AM ($P>.001$).

Seven hundred ninety-one patients (58%) claimed to be wearing safety belts, and 573 (42%) did not. Of those wearing safety belts, 603 (76.2%) were wearing a shoulder harness and lap belt, 121 (15.3%) were wearing a lap belt only, and in 67 (8.5%) the safety belt type was not known. Differences were noted between the two groups with respect to age, sex, and reported mechanism of injury. Safety belt wearers were slightly older, more often female, and more likely to be involved in a rear-end collision. In addition, safety belt users were less likely to have used alcohol and less likely to require transport by ambulance. The groups were similar with respect to the posted speed limit where the accident occurred (Table 1).

Table 1.—Characteristics of Safety Belt Wearers vs Nonwearers

Characteristic	Safety Belts: Yes (n = 791)	Safety Belts: No (n = 573)	P*
Mean ± SEM age, y	35 ± 0.5	31.9 ± 0.7	.004
Male, %	49.7	55.8	.025
Reported mechanism of injury, %			
Rear-end collision	40.8	26.2	.001
Front-end collision	24.1	37.6	
Struck broadside (passenger)	20.0	20.5	
Struck broadside (driver)	12.8	9.4	
Other	1.2	1.9	
Unknown	1.2	4.4	
Alcohol use, %	5.6	19.5	.0001
Ambulance transport, %	36.4	57.6	.0001
Posted speed limit (mph), %			
<30	40.5	39.6	NS
30-45	39.6	35.1	
≥55	8.5	8.6	
Unknown	11.5	16.8	

*Percentages were compared by the Pearson χ^2 test. Means were compared by the two-tailed *t* test. NS indicates not significant.

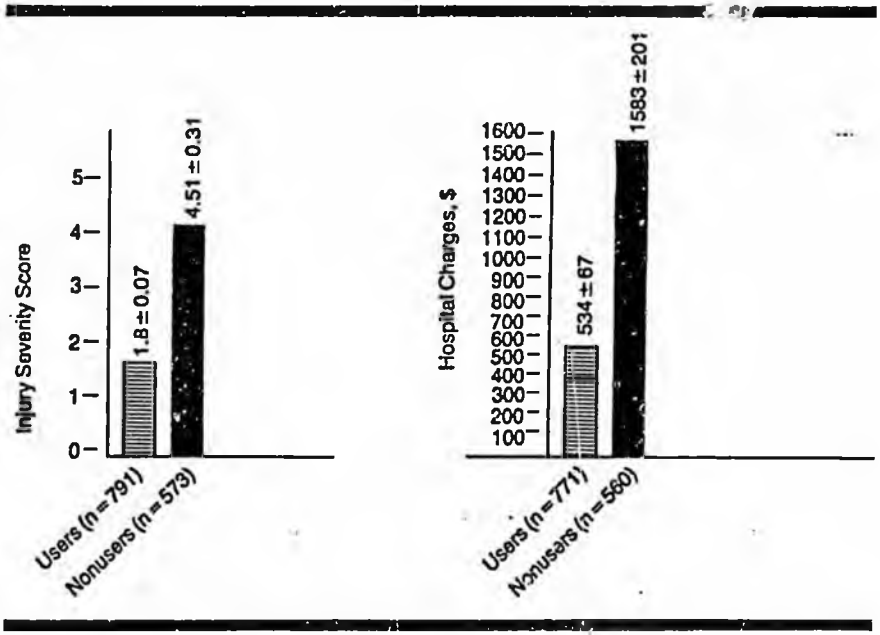

Fig 1.—Mean injury severity scores and hospital charges for safety belt users and nonusers. Patients who had worn safety belts had significantly lower injury severity scores ($P<.001$) and hospital charges ($P<.001$).

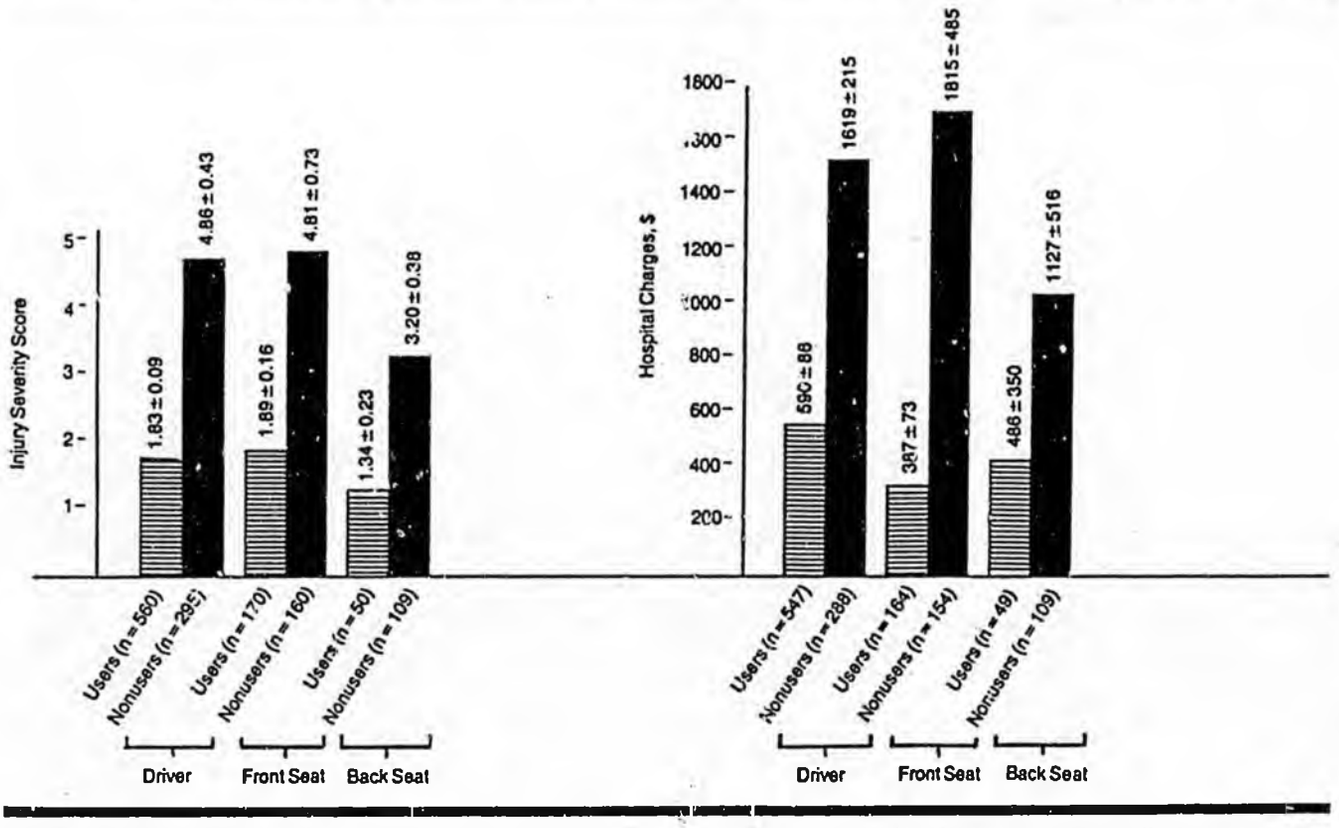

Fig 2.—Mean injury severity scores and hospital charges for safety belt users and nonusers by position in vehicle. Drivers, front-seat passengers, and back-seat passengers who had worn safety belts had significantly lower injury severity scores ($P<.001$, $P<.001$, and $P<.002$, respectively) and hospital charges ($P<.001$, $P<.004$, and $P<.031$, respectively).

Severity of Injury

The mean ISS for safety belt wearers was 1.8 ± 0.07 as opposed to 4.51 ± 0.31 for those not wearing safety belts ($P<.001$, Fig 1, left). Patients who had worn safety belts, whether they were drivers, front-seat passengers, or back-seat passengers, fared significantly better than their unrestrained counterparts (Fig 2, left).

When the reported mechanism of injury was evaluated, striking differences in ISS were noted between safety belt users and nonusers in front-end collisions (2.15 ± 0.18 vs 6.12 ± 0.64, $P<.001$). Benefit was also provided by safety belts in broadside collisions, where restrained occupants had an average ISS of 2.01 ± 0.14 as opposed to 3.6 ± 0.34 for unrestrained occupants ($P<.001$). Smaller but significant differences in ISS were noted between the groups in rear-end collisions. Safety belt wearers had a mean ISS of 1.38 ± 0.06 vs 2.47 ± 0.14 for nonusers ($P<.001$).

Admission to the hospital may be another indication of severity of injury. A significantly greater number of unrestrained subjects required admission (including those who died in the emergency department). Only 54 (6.8%) of the total 791 safety belt wearers required admission. However, 110 (19.2%) of the 573 patients who did not wear safety belts required admission ($P<.001$). Thus, two thirds of patients who required hospital admission were not wearing safety belts at the time of injury. Significant differences in ISS between the restrained and unrestrained groups remained in both the admitted and discharged groups (Fig 3, left). Regardless of admission status, unrestrained occupants utilized significantly more hospital days than restrained occupants (1.2 ± 0.2 days vs 0.4 ± 0.08 days, $P<.001$).

When only the most severely injured patients are considered, ie, those with an ISS of 12 or greater, again, the overwhelming majority were unrestrained. Thirty-six (81.8%) were not wearing safety belts; eight (18.2%) were ($P<.001$). There were five deaths during this study, all among patients who did not wear safety belts.

Multivariate methods, including analysis of covariance and logistic regression, were used to assess the independent effect of safety belt usage on ISS scores, controlling for other variables. Since age, alcohol use, and type of accident were observed to be associated with safety belt use and also may be associated with the severity and cost of injury, they were assumed to be possible confounding variables. The posted speed limit was also included. Although there were sex differences in safety belt usage, there is no reason to believe that ISSs or costs should differ by sex, other factors being equal. Therefore, analyses of covariance were carried out comparing the ISSs of safety belt users and nonusers, with age in years, alcohol usage (yes or no), and type of accident (entered as dummy variables; front-end collision, rear-end collision, or other) as covariates. Results (Table 2) indicate that unrestrained patients had an ISS that was two points higher on average, even when all the confounding variables were controlled for. Alcohol users scored one point higher on average, as did patients who were involved in a front-end collision. Those in a rear-end collision had somewhat lower scores on average. Scores averaged higher with increasing age and slightly higher for a posted speed limit of 30 to 45 mph. Mean ISSs for restrained and unrestrained subjects were adjusted for differing values of the covariates in the two groups; safety belt wearers were observed to have a significantly lower adjusted mean ISS than nonwearers ($P = .0001$).

Logistic regression analysis was used

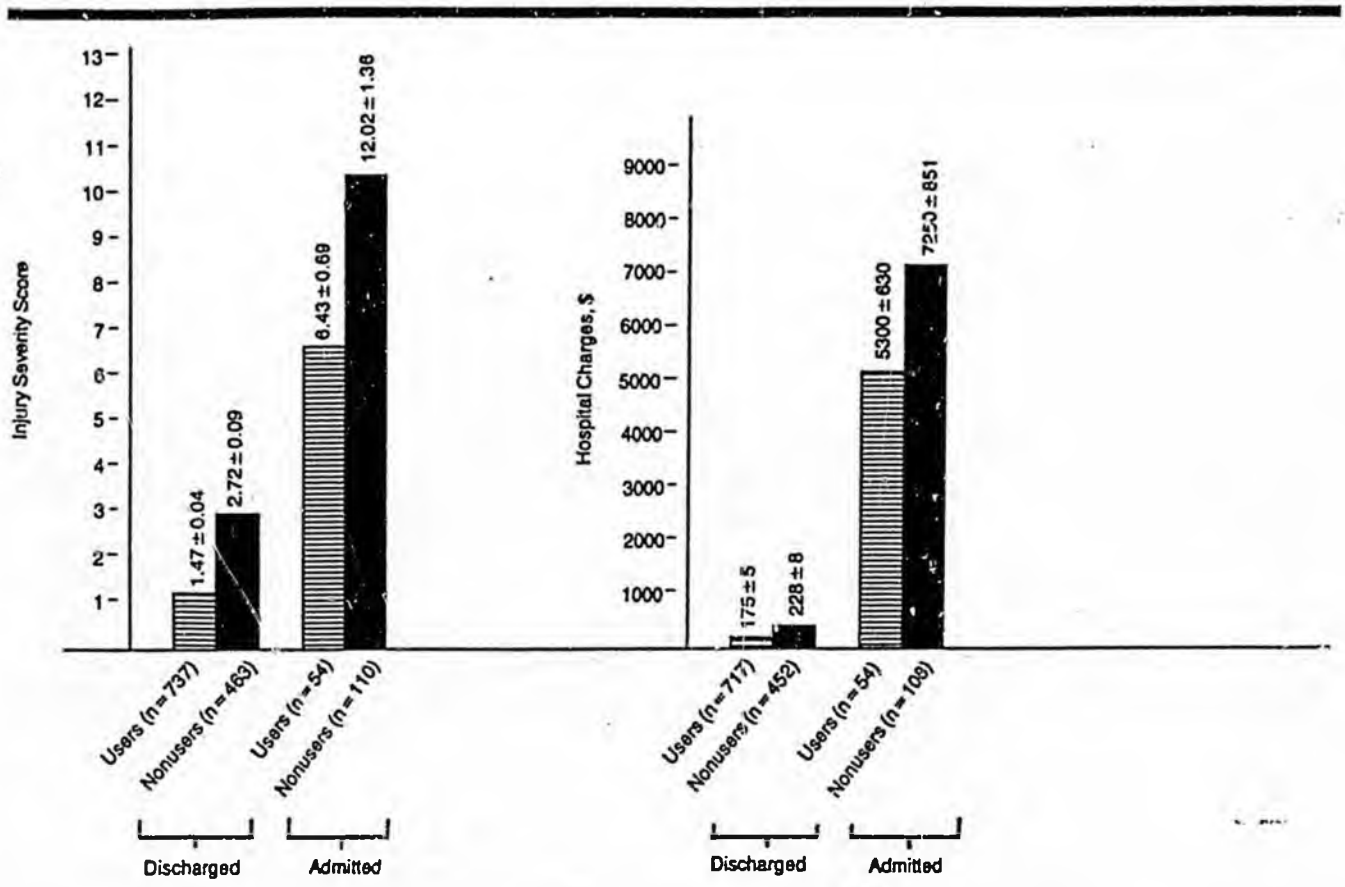

Fig 3.—Mean injury severity scores and hospital charges for safety belt users and nonusers by whether or not patients were admitted. Significantly fewer patients who had worn safety belts required admission ($P<.001$). Patients who did not require admission (includes patients transferred to other facilities) who had worn safety belts had significantly lower injury severity scores ($P<.001$) and hospital charges ($P<.001$). Patients who were admitted (includes patients who died in the emergency department) who had worn safety belts had significantly lower injury severity scores ($P<.001$) and demonstrated a trend toward lower hospital charges ($P=.076$).

to assess the association of safety belt use with severe injury, defined as an ISS of 12 or greater. Proportions of restrained and unrestrained subjects with severe injury were compared, using alcohol use and type of collision as covariates. Results (Table 3) indicate that the odds of severe injury were 4.8 times greater for nonusers of safety belts when other significant variables were controlled for. The odds ratio for front-end collisions was similarly large, while alcohol usage was not independently associated with severe injury. Since age was entered as a continuous variable, an odds ratio is not available. However, the proportion of patients with severe injury increased significantly with increasing age.

Table 2.—Comparison of Safety Belt Users and Nonusers on Injury Severity Score and Cost*

	Injury Severity Score†		Cost‡	
Variable	Coefficient	P	Coefficient	P
Safety belt nonuse	1.88	.0005	596.2	.0005
Alcohol use	1.13	.0016	730.1	.007
Front-end collision	0.79	.0039	583.0	.005
Rear-end collision	−0.71	.0048	−381.7	.047
Posted speed limit, mph				
30-45	0.74	.001	470.2	.0006
≥55	0.51	.81	394.8	.17
Age, y	0.032	.0001	22.7	.0001

*Analysis of covariance.
†Adjusted mean ± SD injury severity score was 2.42 ± 0.23 for safety belt users and 4.30 ± 0.22 for nonusers ($P=.0001$).
‡Adjusted mean ± SD cost was $912.80 ± $172.90 for safety belt users and $1508.90 ± $170.60 for nonusers ($P=.0005$).

Health Care Costs

Significant differences were also found in the health care costs of safety belt users and nonusers. Unrestrained occupants incurred mean charges of $1583 ± $201, nearly three times the charges for restrained occupants ($534 ± $67, $P<.001$; Fig 1, right).

When the patient's position in the vehicle was evaluated, nonwearers consistently incurred higher charges than safety belt wearers (Fig 2, right). This difference reached statistical significance in drivers and front-seat passengers only. However, the number of back-seat passengers for statistical comparison was small ($N=158$).

Patients who did not wear safety belts who required hospital admission demonstrated a trend toward higher charges (Fig 3, right; $7250 ± $851 vs $5300 ± $630, $P=.076$), though the sample size was small ($N=162$). However, in patients who were discharged or transferred from the emergency department, a significant difference was demonstrated, with restrained occupants incurring average charges of $175 ± $5 vs $228 ± $8 for unrestrained occupants ($P<.001$). This represents a 23.3% reduction in charges for safety belt wearers (Fig 3, right).

Table 3.—Logistic Regression Results Comparing Safety Belt Users and Nonusers by Injury Severity Score

Variable	Injury Severity Score >12		
	Odds Ratio	95% Confidence Interval	P
Safety belt nonuse	4.94	2.03-12.02	.0004
Front-end collision	4.74	2.10-10.66	.0002
Alcohol use	1.59	0.68-3.74	.29
Posted speed limit, mph			
30-45	1.94	0.91-4.15	.09
>55	1.43	0.37-5.58	.60
Age (20-year difference)	2.01	1.35-2.99	.006

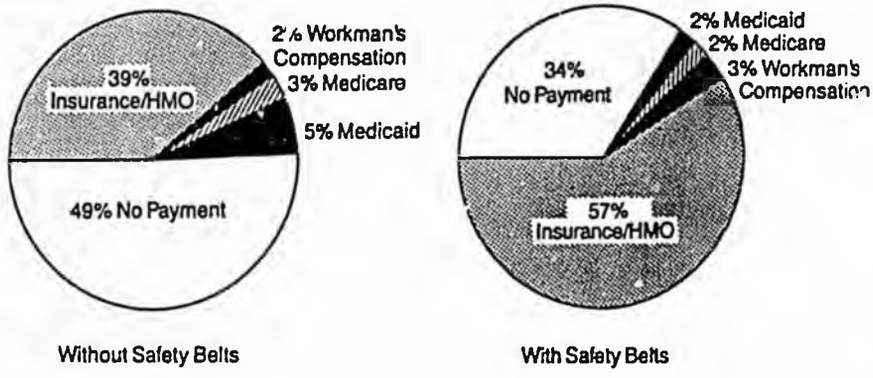

Fig 4.—Payment status for patients with and without safety belts. HMO indicates health maintenance organization.

Evaluation of payment status showed that the majority of unrestrained passengers either had no payment (49.2%) or were receiving governmental assistance (5% public aid, 3% Medicare). Of safety belt wearers, 57% had private insurance or were enrolled in a health maintenance organization, and 3% were covered by workman's compensation ($P<.001$, Fig 4).

Multivariate analyses were also conducted to assess the independent effect of safety belt use on health care costs, controlling for the covariates age, type of collision, posted speed limit, and alcohol usage (Table 2). The adjusted mean costs differed by about $600 ($P=.0008$); alcohol users incurred charges approximately $700 higher on average. Costs were higher in front-end collisions, lower in rear-end collisions, higher at 30 to 45 mph, and increased with the age of the patient.

COMMENT

This study suggests that safety belts provide a significant benefit in reducing injury and health care costs. We demonstrated a 60.1% reduction in severity of injury (51% after adjusting for other variables), a 64.6% decrease in hospital admissions, and a 66.3% decline in hospital charges (49% for adjusted means) in safety belt wearers. To our knowledge, this is the first study evaluating the efficacy of safety belt use in the United States based on medical data. By utilizing the ISS system, an objective assessment can be made of the number and severity of injuries in relation to safety belt use. Previous studies[6] and government reports[9] used police reports in assessment of injury. In this system, the police officer assigns the accident victim an injury score of A, B, C, or K (severe, moderate, minor, or fatal injury). Obviously, data obtained by this system are of questionable reliability. In addition, this study is unique in that it also assessed the hospital charges associated with the care of the injured motorist.

Actual hospital and emergency department charges were used to estimate health care costs in this analysis. These are conservative estimates, in that direct charges generated by prehospital emergency services, rehospitalizations, and rehabilitation were not included. Furthermore, indirect costs resulting from time lost from work, increased insurance premiums, and lost productivity of those who die or are permanently disabled by MVAs were not measured. Inclusion of these costs may have resulted in even greater differences in cost estimates. The cost to care for patients who required hospitalization was higher for those who did not wear safety belts, though statistical significance was not reached (Fig 3, right). However, the sample size in this subgroup was small, suggesting a beta error. Larger sample sizes may demonstrate a statistically significant difference.

The four hospitals participating in the study were geographically scattered throughout Cook County to include a variety of roadways (highways and urban and suburban roads). Only rural roads were not represented. Baker et al,[10] however, stated that mortality from MVAs may be highest in areas of low population density; this suggests that we omitted from our sample roads responsible for high mortality from MVAs. The months of January through June were chosen to cover a variety of road conditions in winter, spring, and summer in Chicago. In addition, the four hospitals admit patients from a wide variety of socioeconomic groups, with an assortment of vehicles and driving habits.

Throughout this study, we relied on patient reporting and/or paramedic reporting of safety belt use. The actual safety belt use rate in Illinois at the time of the study was 36%.[8] Actual safety belt use may be appreciably different than reported, as it may be impossible to obtain physical evidence of safety belt use. Paramedics were asked to verify the presence or absence of restraint use at the scene. However, the accident victims were often out of their vehicles when the ambulance arrived. In only 23 of the 618 cases with patients transported to the hospital by ambulance was there disagreement on safety belt usage between paramedics and patients. If we assume, however, that restraint use is only overreported, ie, unrestrained patients stated that they were wearing a safety belt and not vice versa, then there would be an even greater benefit in reducing injury and cost if the true incidence were known.

It should be noted that only those patients who presented to the hospital following an MVA were included. Patients who did not present to the hospital, who presented over 24 hours following injury, or who went directly to the morgue were not included. In Cook County, paramedics must transport all seriously (or fatally) injured MVA victims to a hospital unless the patient has dependent lividity, rigor mortis, or decapitation, all unlikely events in traffic accidents. It is therefore unlikely that any fatalities were not included in the study due to direct transport to a

morgue. The number of uninjured motorists who did not present to a hospital is unknown and is not available through the Department of Transportation.

Studies conducted in other countries, many of which assessed the effects of safety belt legislation, also demonstrate the benefit of safety belt use.[11-22] Henderson and Wood[11] reported a 25% decrease in predicted deaths in the year following safety belt legislation in New South Wales, Australia. In an evaluation of the Swedish experience, Mellbring et al[12] reported a reduction in the number of MVA victims admitted to hospitals following legislation despite a 40% increase in reported MVAs. In England, a retrospective study comparing the 12 months preceding and following the enactment of safety belt use legislation revealed a mean ISS of 4.94 before and 2.8 after the law. A 42% reduction in the number of front-seat occupants who required hospital admission and a 27% decline in the number of deaths following introduction of the law was reported.

In the United States, New York was the first state to pass a mandatory-use safety belt law. In the first nine months after the law was enforced, MVA fatalities decreased by 17%, resulting in the lowest highway fatality rate (per 100 million miles driven) in several decades.[3] In Illinois, where safety belt legislation took effect in July 1985, an estimated 55 to 60 lives were saved and 8000 serious injuries were prevented in the first year following enactment.[4] Nationwide, the National Highway Traffic Safety Administration reported that safety belt usage of fatally injured MVA victims was about half the usage of those whose injuries were less incapacitating.[23] Unrestrained occupants were 40% more likely to be injured in an MVA and twice as likely to require hospitalization as restrained occupants.[24]

Compulsory safety belt use legislation appears to be the most effective agent in increasing safety belt usage. Usage rates increased from just under 40% to 95% in England,[14] from 20% to 80% in Sweden,[12] from 15% to 90% in Australia,[11] and from 21% to 47% in New York state[25] after such legislation. Insurance incentives[26] and mass-media campaigns[27] have been ineffective in altering the rate of safety belt usage. Other efforts to promote safety belt usage, including safety belt pledge cards, incentive plans, and "awareness" programs have met with variable success.[28]

Mandatory safety belt use legislation has been a controversial topic in the United States. To date, 33 states and the District of Columbia have enacted such legislation, while two additional states had safety belt use laws and later repealed them (Massachusetts and Nebraska). Worldwide, over 30 countries have passed mandatory-use laws. The United States is virtually the only developed nation that has not passed national safety belt legislation.[29]

The Department of Transportation estimated the cost to society of injuries sustained in MVAs at about $15.3 billion in 1980.[4] Our results indicate a 66.3% decreased cost attributed to safety belt use. If this reduction is applied to the estimated $15.3 billion, universal safety belt usage would save $10.1 billion each year. In our era of rising health care costs, the safety belt may be a very efficient mechanism for saving lives and reducing costs.

Society bears the burden of MVAs, not only in direct health costs but also in lost productivity of workers (indirect costs). There were over 11 million lost workdays for survivors of MVAs in 1985.[24] The administrative and overhead cost of motor-vehicle and health insurance premiums totaled nearly $13.8 billion in 1980.[4] Furthermore, in 1980, the federal government spent an estimated $7.5 billion and state and local governments spent an estimated $3.4 billion for MVA-associated expenses.[4]

This study analyzed automobile safety belt use and subsequent severity of injury and health care costs. Our data suggest that, in an urban setting, safety belt utilization was associated with decreased severity of injury from motor-vehicle trauma and reduced the medical care costs of injured motorists. This analysis in combination with existing evidence supports a more aggressive national posture toward safety belt usage for the benefit of both the individual and the American people.

This study was supported in part by the Illinois Coalition for Safety Belt Use, Springfield, Ill.

We thank Dorothy Bissell and Elizabeth Springer for their help in manuscript preparation. We are also grateful for the contributions made by the resident and attending staffs of the University of Illinois Affiliated Hospitals Emergency Medicine Residency and the University of Illinois Surgery Residency, without whose cooperation and efforts this study could not have been accomplished.

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REPORT TO THE WASHINGTON STATE LEGISLATURE:

THE IMPACT OF THE 1986 MANDATORY SAFETY BELT USE LAW

December 1988

Prepared by: The Division of Governmental Studies and Services
Washington State University
Pullman, WA. 99164-4870

Craig Curtis, J.D., M.A
Research Associate

Nicholas P. Lovrich, Ph.D.
Director

REPORT TO THE WASHINGTON STATE LEGISLATURE

THE IMPACT OF THE 1986 MANDATORY SAFETY BELT USE LAW

EXECUTIVE SUMMARY

THE MUL: Key Provisions

On June 11, 1986, the State of Washington put into effect the Mandatory Safety Belt Use Law of 1986 (MUL). Along with the majority of other states in the union, the State of Washington has declared that the failure to use a safety belt while a passenger or operator of a motor vehicle is a violation of the law. The MUL requires persons driving or riding in any vehicle in which federal law required the manufacturers to install safety belts to wear them. The law requires all persons 16 years old or older driving or riding in a motor vehicle, whether in front or in the back, to use safety belts. Children under the age of 16 are to use a safety belt, or must be restrained in an approved child safety seat if the child is young enough for the child restraint law to apply. Automobiles, trucks and vans are covered by the law. Persons riding in or driving a vehicle which did not have safety belts installed when manufactured are not subject to enforcement action.

The MUL provisions became fully active on January 1, 1987. During the interim "grace period" between June 11, 1986, and January 1, 1987, no citations were issued, although warnings were given to motorists. As of January 1, 1987, a penalty, which, when combined with the statutory assessment, could total $47, may be imposed for violation of the MUL. The MUL is a secondary

enforcement law exclusively. This means that a vehicle may not be stopped just for an MUL violation. Once a vehicle is stopped for reasons related to a primary enforcement offense, such as speeding or failure to yield the right of way, an officer may issue an MUL citation if the operator and/or passengers of detained vehicles are in violation of the MUL.

MAIN QUESTIONS OF INTEREST: MUL Effect on Safety Belt Use; Level of Public Support for the MUL; Support for the MUL Among Law Enforcement and Court Agencies; and Evidence of Societal Benefit (Monetary) of the MUL

This report submitted to the Washington State Legislature contains a wide range of findings of interest, but the major concerns at this early point in the implementation of the MUL necessarily relate to the essential matters of DESIRED OUTCOMES and public and professional ACCEPTANCE. With regard to outcomes, the immediate concerns are: 1) Has the MUL increased the level of use of safety belts by the vehicle operators and passengers of motor vehicles traveling on the state's highways, roads and streets? AND 2) Has the MUL led to monetary savings attributable to the reduction of fatal and non-fatal disabling injury collisions? On the subject of acceptance of the MUL, again there are two essential questions: 1) Does the public accept the MUL as being a PROPER LAW and one that is EFFECTIVE in its stated purposes? AND 2) Do those charged with the responsibility of enforcement -- the police agencies and the courts -- accept the MUL as a proper and effective measure for promoting traffic safety on the state's roadways?

In addition to these fundamental concerns, this report also contains some exploratory analyses of the correlates of safety belt use, of the impact of differing levels of enforcement activity on aggregate and individual level safety belt use, and of the sources for cues received by the public for the encouragement of seatbelt use. These several analyses were undertaken to provide the Washington Traffic Safety Commission with information required to plan the most proper use of its resources in future efforts to increase the level of compliance with the MUL across the state.

FINDINGS ON MUL OUTCOMES AND ACCEPTANCE

On the matter of rates of safety belt use, a combination of three distinct methods of analysis were employed: 1) direct observation of vehicles in the field; 2) analysis of collision reports; and 3) self-reports of safety belt use obtained in a state-wide survey of the public. All three methods of analysis indicate the same outcome -- namely, the MUL has indeed resulted in a higher rate of use of safety belts than obtained prior to the enactment of the law.

With respect to the level of acceptance of the MUL among those who are charged with the law's enforcement, surveys of the Troopers and administrative officers of the law enforcement agency that writes the vast majority of citations for violation of the MUL -- the Washington State Patrol -- indicate clearly that the MUL is supported and enforced with vigor. Similarly, county and municipal law enforcement officers who enforce traffic

laws and their administrative leadership also report a high level of support and enforcement within their jurisdictions. On balance, the law enforcement agencies contacted report that they view the MUL as an effective tool in the on-going fight to enhance traffic safety and reduce roadway fatalities in Washington. Much the same sentiment, moreover, is voiced by the judges surveyed; they too tend to share the view that the MUL represents an important tool for the state in its effort to promote a safer driving environment for the people of Washington.

As for the level of acceptance of the MUL among the public, there is clear evidence from a state-wide survey of the general adult citizenry that public support for the MUL is high -- on the order of nearly eight in ten citizens expressing the opinion that they favored the MUL. The public tends to view the law as both a proper enactment, and one which is quite effective in accomplishing its stated purpose.

Finally, as to the outcome of societal benefits to be attributed to the impact of the MUL, the analyses presented in this report document the savings in lives and severe injuries, and the concomitant savings in monetary terms, which have accrued to the state as a result of the implementation of the MUL. Using time series analyses and trend line extrapolation, it is estimated that, during 1986 and 1987, some 35 fewer fatalities, 822 fewer non-fatal disabling injuries and 1,745 fewer minor injuries than were predicted in the absence of the MUL actually occurred. These figures translate into a savings in the range of $16 to $24 million. These figures represent savings calculated on the basis of standardized formulae developed by the National

Safety Council and the National Highway Traffic Safety Administration with respect to losses resulting from fatal or non-fatal disabling injury collisions such as lost wages, medical expenses, property damage, insurance administrative costs, etc.

CONCLUSIONS

Washington's MUL would appear to have been generally successful in accomplishing its express purpose of motivating citizens to make use of their safety belts. The public is supportive of the law, the agencies of law enforcement and the judicial authorities judge the law to be proper and efficacious, and the indicators of public compliance and amount of losses resulting from fatal and non-fatal disabling injury collisions suggest that positive outcomes are attributable to the MUL. While this generally positive outlook on the MUL is clearly appropriate, it is also necessary to note that higher levels of compliance are being reported in other countries with similar laws. It is also likely that the rate of use of safety belts and the level of societal benefits might be greater yet if more youth-oriented, school-age programs were initiated and the MUL was a primary enforcement offense as opposed to a secondary enforcement offense. In sum, the results and findings reported herein indicate a positive start for the MUL, and they also indicate that more progress yet is to be expected in this important area of public policy.

HIGHWAY USERS FEDERATION OF ALASKA

P.O. BOX 92665 ANCHORAGE, ALASKA 99509-2665

January 13, 1989

Senator Arliss Sturgulewski
Alaska State Legislature
P. O. Box V (MS3100)
Juneau, Alaska 99811

Dear Senator Sturgulewski:

HUFA is writing in support of your legislation for a mandatory seat belt law. Safety is all of our responsibilities and to insure safe automobile travel in Alaska, passage of this measure is necessary. To support your position, I have included our last publication of "At Issue", page two, for your knowledge.

Other issues for your attention are the two resolutions enclosed. Senator Jones and his staff, through the Transportation Committee, are preparing these items for legislation.

As last year, the eight cent gas tax for Alaska is a positive idea, but not without dedication to a trust fund. Also, if passed, the inequity that would then exist between the trucking industry and the Alaska Railroad must be resolved first.

Thank you for your time and consideration and I look forward to seeing you in Juneau soon.

Sincerely,

Jim Voigts
Chairman

Enclosure

Tuesday, January 17, 1989

Make it mandatory

The Legislature could do a simple thing that would save lives, reduce injuries and save money. It could pass a law making the use of safety belts in vehicles mandatory.

Many people don't like the idea of mandatory safety belt laws. The use of safety belts should be a personal choice, they say. The government has no business dictating personal choices.

It's a compelling argument, but not so compelling as the harm that is done by not wearing safety belts. According to a 1987 study, mandatory use of safety belts in Alaska would save 35 lives a year, reduce injuries to more than 600 persons, save $5 million worth of lost labor and decrease other economic losses associated with highway death and injury by $13 million. Not just the victims, but everyone pays the cost of not wearing safety belts in terms of increased taxes, insurance premiums and health care costs.

Thirty-one states and the District of Columbia have passed mandatory safety belt laws. In every state, use of safety belts has increased substantially.

Educational programs promoting safety belt use fail to provide the incentive to buckle up that a law requiring it does. We reluctantly move from a position of advocating voluntary compliances to urging the Legislature to make safety belts mandatory. They should, however, avoid some of the problems that Washington state encountered when they initially failed to provide for exemptions for certain types of delivery vehicles.

FAIRBANKS
Daily News-Miner

Robert B. Atwood
President and Publisher

Elaine Atwood
Assistant Publisher

William J. Tobin
Vice-President, Editor-in-Chief

Editorials

You buckle up in Canada

IN THE for-what-it's-worth department, all the provinces of Canada now have laws making mandatory the use of seat belts by motorists.

Prince Edward Island was the last to join the national movement, putting its mandatory seat belt law into effect this past January.

British Columbia was an early member of the buckle-up brigade, enacting its mandatory law in October 1977. Alberta, among the Western provinces, joined the flock last July.

The reason, of course, is that seat belts save lives — even though their use is a habit that many motorists find hard to adopt.

Arguments that it infringes on personal rights to make it illegal to drive without seat belts are no more valid than saying that requiring a motorist to have a driver's license is an attack on one's liberties.

A bill to make it illegal to drive in Alaska without seat belts snapped into place was killed in the last legislative session. It died in committee, despite indications that it would have passed given the chance to reach the floor.

ONCE AGAIN, the argument was that it's none of the state's business whether a person buckles up — and that without the requirement, independent Alaskans will do what's right and they don't need the state telling them what to do.

The same Alaskans, however, apparently have no reluctance to fasten their seat belts when they board an airplane — something that also is mandated by the long arm of the law.

And the fact remains that there is more danger of a fatal accident on the highway than there is in the air.

So what's the problem, anyway?

FACT SHEET:

UNIVERSITY OF MICHIGAN

"Effects Of Mandatory Safety Belt Use On Hospital Admissions"

August 1988

This study assessed the effects of Michigan's safety-belt-use law on more than 8,000 motor-vehicle injuries which resulted in hospitalizations at 14 area hospitals.

It was conducted by the University of Michigan School of Public Health from data collected through the Michigan Inpatient Database from January 1980 through October 1986. Major findings of this study include:

- The Michigan safety-belt-use law passed in July 1985 has resulted in a 19-percent reduction in hospitalizations due to automobile accidents.
- There were 20 percent fewer injuries to body extremities following the passage of Michigan's belt-use law.
- Hospitalizations lasting more than one week decreased nearly 25 percent after the law went into effect.
- After the state safety-belt-use law went into effect, minorities experienced 22 percent fewer injuries.
- A 32-percent decline in injuries occurred among patients using public-health insurance after passage of the state law.
- With regard to the contention that safety belts may cause injuries, researchers concluded "the benefits of restraints far exceed the risks associated with them."

* * *

SAFETY-BELT FACTS:
JUDICIAL DECISIONS

TEXAS

- The Texas First Court of Appeals ruled that the legislature can regulate highways. The judgment was in response to a suit which claimed front-seat occupants should be exempt from safety-belt-use laws because the law excludes postal workers. (Richards v. Texas, 1987)

- The Texas Court of Criminal Appeals refused to review an appeal of the state's belt law by attorney R. D. Richards, who claimed the mandate infringed on his personal liberties.

ILLINOIS

- Elizabeth Kohrig of Illinois was convicted of failing to wear her safety belt. She appealed, claiming a safety-belt-use law violates a motorist's right to privacy. The case went through several courts in Illinois. Kohrig's claim lost at every level, including the United States Supreme Court which said safety-belt-use laws do not pose a "substantial federal question."

HAWAII

- The Hawaii Intermediate Court of Appeals rejected Diana Darnell's challenge to a citation for driving without a safety belt. The court said the "enormous social cost of unnecessary death and injury" justifies the safety-belt-use law. (Darnell v. Hawaii, 1987)

NEW JERSEY

- The New Jersey Supreme Court ruled defendants in accident litigation can resort to a "seat-belt defense" to reduce their financial responsibility. Juries are given a formula by which they can reduce a financial award if the plaintiff was not buckled up when involved in an accident. (Waterson v. General Motors, 1988)

* * *

Robert B. Atwood
President and Publisher

Elaine Atwood
Assistant Publisher

William J. Tobin
Vice-President, Editor-in-Chief

Editorials

The Anchorage Times

May 3, 1988

Buckle up, and do it now

IN THESE closing days of the lawmaking session, it would be good if the ladies and gentlemen of the legislature would quit fiddling around with lives and buckle up — and make the rest of us do it, too.

None of us complain about wearing seat belts when in airplanes. We're required to do it there.

So what's the big deal about requiring us to do the same when we drive around town or on the highway?

More people are killed on the roads than in airplane crashes. And a lot of those who are weren't wearing safety belts.

For three years now the legislature has had before it bills to make it illegal for drivers and passengers to ride without safety belts fashioned. Each year the effort has died on the sword of individual rights and arguments that the state shouldn't legislate against the risks a person is willing to take with his or her own life.

Baloney.

SEAT BELTS save lives when properly used. It's as simple as that.

And no big felony charge would be involved for those who don't, under this proposed legislation.

All that would be involved is a $15 fine for offenders.

And even that can be donated to a good cause. At the option of the guilty driver, the fine would go to emergency medical service units — the ambulance drivers and crews who speed to the scene and try to keep alive those injured in accidents.

Enough talk is enough. Pass it and let's get on with adopting a simple new habit.

Anchorage Daily News

Winner, 1976 Pulitzer Prize Gold Medal for Public Service

Gerald E. Grilly
Publisher

Howard Weaver
Managing Editor

Michael Carey
Editorial Page Editor

Katherine Fanning, Editor and Publisher 1971 to 1983
Lawrence Fanning, Editor and Publisher 1967 to 1971

Founded in 1946 by Norman C. Brown

A reasonable request

Have you ever stopped to think what happens in a high-speed car accident when you're not wearing a seat belt?

As the impact propels you from your seat, the first thing you hit is the steering wheel. As it crushes your chest, ribs break, tissue rips, and blood seeps inside your body. Next the windshield delivers a knockout blow to your head. The shattering glass slices your scalp and body as you are thrown from the car.

That grim scenario ought to be enough to persuade every automobile passenger to use seat belts. Unfortunately, it's not.

If the harm from not wearing seat belts were limited to the individual victim, wearing one might be strictly a personal decision. But the consequences of that choice inflict a toll on society too. Fellow citizens help pay the bills through higher costs for health care, insurance, and emergency services.

Given those costs, a coalition of health groups and safety-conscious citizens have proposed a bill to make seat belt use mandatory in Alaska. It's hardly a draconian measure. Passengers could be cited only if the car were stopped for other violations. The fine is a mere $15, which could be donated to emergency medical services.

But the bill, which has already passed the House, is locked in the crypt known as the Senate State Affairs Committee. The bill is a prisoner of those who say Alaskans have the right to ruin their lives without state interference.

It's true the measure can be considered paternalistic, because it tries to force Alaskans to do what's good for them. But driving public roads is a privilege, not some sacred individual right. A mandatory seat belt law is a reasonable way for the state to make its highways safer and cut the cost of not-so-inevitable bloodshed.

Alaska Dental Society
3400 Spenard Road, Suite 10
Anchorage, Alaska 99503
(907) 277-4675

December 14, 1988

Frank Bickford, Executive Director
Alaska Safety Belt Use Coalition
3331 Wiley Post Loop
Anchorage, Alaska 99517

Dear Frank:

Enclosed is the resolution you sent for us to sign off on...

The entire text of the resolution and the motion for approval is included in the regular minutes for the ADS executive council meeting held November 11th. Our next executive council meeting will be on January 13, 1989.

I am now representing the dental society on the Alaska Health Care Coalition, and this issue is one of our primary goals - probably THE primary goal in the immediate future.

Sincerely,

Martha

Martha A. Dearborn
Executive Director/Secretary
Alaska Dental Society

cc: Sam Kito
ADS Lobbyist

RESOLUTION

MANDATORY SAFETY BELT USE LEGISLATION

Wheras, the effectiveness of safety belts in reducing deaths and injury severity in motor vehicle crashes has been documented in numerous studies, and

Whereas, in jurisdictions where mandatory safety belt laws have been in effect, there has been a significant reduction in injuries, deaths and economic losses, and

Whereas, public health and safety legislation has been enacted at the state and federal levels; be it therefore resolved

That the Alaska Dental Society strongly supports state mandatory safety belt use laws to reduce human suffering and impairments due to motor vehicle crashes.

November 11, 1988

Please return this resolution to: Alaska Safety Belt Use Coalition, 3331 Wiley Post Loop, Anchorage, Ak 99517. Phone number is - 907-248-0372.

ALASKA COUNCIL ON PREVENTION OF ALCOHOL AND DRUG ABUSE, INC.

MANDATORY SAFETY BELT USE LEGISLATION

WHEREAS, the effectiveness of safety belts in reducing deaths and injury severity in motor vehicle crashes has been documented in numerous studies, and

WHEREAS, in jurisdictions where mandatory safety belt laws have been in effect, there has been a significant reduction in injuries, deaths and economic losses, and

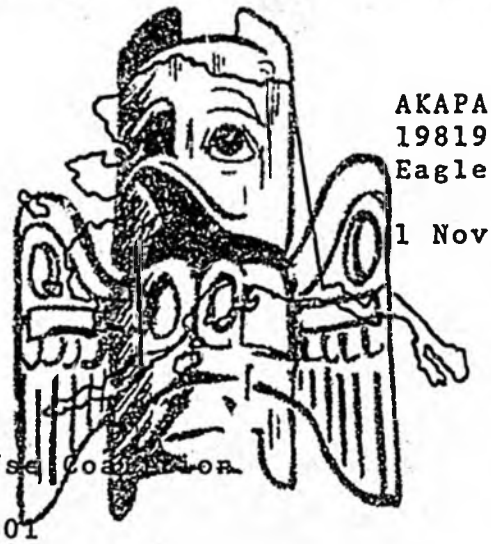
WHEREAS, public health and safety legislation has been enacted at the state and federal levels; be it therefore

RESOLVED that the Alaska Council on Prevention of Alcohol and Drug Abuse, Inc., strongly supports state mandatory safety belt use laws to reduce human suffering and impairments due to motor vehicle crashes.

A United Way Agency

7521 OLD SEWARD HWY., SUITE A ANCHORAGE, ALASKA 99502 (907)349-6602

Alaska Academy of Physician Assistants



AKAPA
19819 Fairmount Circle
Eagle River, Ak. 99577

1 November 1986

Alaska Safety Belt Use Coalition
319 Seward St #1
Juneau, Alaska 99801

Sirs/Madam

The Alaska Academy of Physician Assistants, Officers and Board have voted to support the Alaska Safety Belt Use Coalition in there campaign to mandate the usage of seat belts. Please add our organization to your list of supporters.

Sincerly,

James R. Marlow PA-C
Sec/Treasurer, AKAPA

694-6764

Alaska State Legislature

Official Business

P.O. Box V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

TO: Senate State Affairs Committee Members

FROM: Senator Pat Pourchot, Chairman

RE: February 1 Committee Hearing

DATE: January 30, 1989

On Wednesday, February 1 at 1:30 p.m. in the Beltz Room the State Affairs Committee will hear the following bills:

SB 23, An Act relating to the recording and collection of crime statistics.

SB 23 would authorize the Department of Public Safety to require the use of standardized methods of collecting and recording crime statistics by local police departments statewide.

This authorization was recommended in a March 1985 legislative audit conducted because of a dispute over juvenile crime statistics reported by the Department of Health and Social Services. The audit determined that inconsistencies in the way police departments throughout the state report crime statistics DPS was a possible reason for the dispute.

The Department of Public Safety acts as the primary collector and reporter of arrest data for the FBI under the terms of the Uniform Criminal Reporting code (UCR). The data is also organized into a state report that is published annually. In 1987, 27 of Alaska's 58 law enforcement agencies submitted data for the UCR.

The bill has a zero fiscal note.

SB 59, An Act relating to mandatory use of safety devices in motor vehicles.

SB 59 would make failure to wear a seatbelt an infraction carrying a fine of up to $15, and would provide for the fine to be waived in lieu of a contribution to the local Emergency Medical Services entity. The bill exempts passengers in an

Removes existing exemption for child safety devices.

emergency vehicle, persons delivering mail or newspapers, persons in vehicles that are not equipped with seatbelts, and other persons as determined by regulation.

Under the bill, enforcement would occur secondary to other offenses. Peace officers would be prohibited from stopping a vehicle simply to determine if seatbelts are being worn; the officer must have probable cause to stop the vehicle for some other violation of law.

Current law regarding safety devices applies only to children under age seven. SB 59 would not substantively change these provisions. The bill has a zero fiscal note.

SB 85, An Act relating to the issuance of private activity bonds.

SB 85 would provide permanent authority for the state bond committee to allocate the private activity bond volume limit for Alaska. The 1987 law that assigned this responsibility to the bond committee expires January 1, 1990. If SB 85 is not enacted, the allocation authority will revert to federal law on that date.

The private activity bond limit for Alaska under federal law is $150 million annually. This is the limit on the amount of certain types of debt that can be issued as tax exempt. Federal law mandates a fixed percentage of the limit to municipalities, a percentage it is unlikely municipalities will ever fully use. Continuing the state authorization will allow flexibility in the allocation of the tax exempt limit.

The language of SB 85 is identical to that of the temporary law enacted in 1987. The bill has a zero fiscal note.

ALASKA ACTION TRUST
805 WEST THIRD AVENUE, SUITE A
ANCHORAGE, ALASKA 99501
(907) 258-4040

SB 59 MANDATORY SEAT BELT USE

A multitude of studies have shown that wearing seat belts saves lives. The second leading cause of death in Alaska is accidental injuries, with many of these deaths occurring in motor vehicles. Ninety percent of the persons killed in the last three years in auto accidents were not wearing seat belts.

Despite the statistics concerning seat belt use, many people resist wearing seat belts, citing freedom of choice. They choices they make, however, cost all of us a great deal through increased costs for emergency services, health care and insurance.

A mandatory seat belt bill would have the following benefits:

* Reduce the number of deaths on our highways.

* Reduce the extent of injuries suffered in auto accidents.

* Provide an incentive to establish a safety habit.

* Afford more protection to innocent victims.

* Inform the public of what is already common law.

A 1986 ruling in Alaska by the Supreme Court stated that if an accident victim was not wearing a seat belt, and the lack of a seat belt contributed to the injuries suffered, then the victim maintains a certain amount of liability for the personal injuries that occur as a result of the accident. This is true even if the victim was not at all responsible for the accident. Thus the court has ruled that we have a seat belt law in Alaska. Now it's time to include it in our statutes.

The Alaska Action Trust, an affiliate of the Alaska Academy of Trial Lawyers, strongly supports SB 59 as a reasonable way to convince people to use safety devices.

Prepared 2/7/89

TO: PAT
FROM: SANDRA
DATE: 2/3/89

Spoke to Bill Brown, DMV, regarding citations issued for violation of the baby seat law.

In 1988, 190 citations were issued. Of these,

35	guilty
49	no contest
2	not guilty
57	dismissed
47	pending

For each guilty/no contest, DMV assesses two demerit points and the court, in its wisdom, fines. According to Melissa Fouse in Senator Sturgulewski's office, the court's current bail schedule sets the baby seat fine at $50. There is evidence that in some cases the fine is a lesser amount.

current statute

Collateral references. — 7A Am. Jur. 2d, Automobiles and Highway Traffic, §§ 185 to 203.
60 C.J.S. Motor Vehicles, § 26.

Sec. 28.05.090. Citation form. [Repealed, § 6 ch 178 SLA 1978.]

Sec. 28.05.091. Seizure of unsafe or defectively equipped vehicle. A motor vehicle which is driven on a highway or vehicular way or area, and which has been determined to be defective in equipment so as to be unsafe for driving, is an unlawful vehicle and may be impounded by a peace officer or an employee of the department officially designated for that purpose. The owner or person in lawful possession of the vehicle shall pay the necessary costs of impounding and storing the vehicle. The impounding of a vehicle is in addition to any other penalty. Nothing in this section prevents the driving or moving of a defective vehicle in the manner directed by the peace officer or employee to a place for

(1) the correction of a defect in the equipment;

(2) dismantling or wrecking; or

(3) storage without repair. (§ 6 ch 178 SLA 1978)

Sec. 28.05.095. Child safety devices. [Effective June 8, 1985.] (a) Except as provided in (b) of this section, a driver may not transport a child under the age of seven in a motor vehicle unless the driver has provided and properly secured each child as described in this subsection. If the child is less than four years of age, the child shall be properly secured in a child safety device meeting the standards of the United States Department of Transportation for a child safety device for infants. If the child is between four and six years of age, the child shall be properly secured in a child safety device approved for a child of that age and size by the United States Department of Transportation or in a seatbelt, whichever is appropriate for the particular child.

(b) Subsection (a) does not apply to

(1) a school bus or an emergency vehicle;

(2) a child or class of children exempted by regulation under AS 28.05.096;

(3) a child required to be restrained by seatbelts under (a) of this section if the motor vehicle is not equipped with seatbelts; or

(4) a motor vehicle exempt under AS 28.10.011(11).road not connected to state highway system, or ADTV less than 500

(c) A person may not remove a seatbelt from a vehicle solely to be exempted under (b)(3) of this section. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Sec. 28.05.096. Exemptions and alternative safety devices. [Effective June 8, 1985.] (a) The commissioner of public safety may

adopt regulations to exempt a child or a class of children from the requirements of AS 28.05.095 if the commissioner determines that the use of a child safety device is impractical because of physical or medical conditions of the child.

(b) The commissioner of public safety shall specify alternative means of protection for children exempted under this section. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Sec. 28.05.097. Child safety device loan program. [Effective June 8, 1985.] (a) There is established a child safety device loan program in the Department of Public Safety, highway safety planning agency.

(b) The director of the highway safety planning agency shall design the child safety device loan program to work in conjunction with private and federal programs operating in the state and shall

(1) provide to every hospital and birthing center in the state, subject to the availability of funds, child safety devices for infants and children to be loaned to the public at nominal fees;

(2) disseminate materials, printed advertisements, and radio and television messages to educate the public about the risks of injury to and death of unrestrained infants and children in motor vehicles and to explain to the public the provisions of AS 28.05.095.

(c) A peace officer who stops a driver for an alleged violation of AS 28.05.095 shall inform the driver about the loan program. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Sec. 28.05.098. Sale of child safety devices. [Effective June 8, 1985.] A person may not sell, offer for sale, or install in any motor vehicle a child safety device that does not conform to all applicable federal standards for the device on the date of the sale, offering, or installation. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Sec. 28.05.099. Penalty. [Effective June 8, 1985.] (a) A person convicted of a violation of AS 28.05.095(a) or (c) is guilty of an infraction and may be assessed demerit points as determined by regulations of the department, notwithstanding the provisions of AS 28.15.231(b).

(b) A person who violates AS 28.05.095(a) by failing to provide a child safety device or seatbelt may provide a peace officer, including a

village safety officer, proof of purchase or acquisition, and installation, of an approved child safety device or seatbelt. If the proof is provided within 30 days after the issuance of a citation for the infraction, the court shall dismiss the citation and no points shall be assessed under (a) of this section unless the person has

(1) been convicted previously for violating that section by failing to provide a child safety device or seatbelt;

(2) been cited for failure to provide a child safety device or seatbelt and has forfeited the bail required by the citation; or

(3) provided the proof required by this subsection on a prior occasion. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Article 3. Subpoenas, Notices and Hearings.

Collateral references. — Necessity and sufficiency of notice and hearing before revocation of driver's license, 10 ALR2d 833, 60 ALR3d 361, 60 ALR3d 427.

Sec. 28.05.111. Subpoenas; witnesses and documents. (a) The commissioner and officers and employees of the department designated by the commissioner may, for good cause, subpoena witnesses to give testimony under oath or to give written deposition upon a matter under the jurisdiction of the department with respect to this title, and regulations adopted under this title. A subpoena issued under this section may require the production of relevant books, papers, documents, records or other tangible things designated in the subpoena.

(b) A subpoena issued under this section shall be served at least five days before the return date, either by personal service made by a peace officer or another person who is not less than 18 years of age or by registered or certified mail. Return acknowledgment is required to prove service by mail. The fees for the attendance and travel of witnesses are the same as for witnesses appearing before the district court.

(c) A subpoena issued under this section may be enforced by the district court. (§ 6 ch 178 SLA 1978)

Sec. 28.05.121. Giving of notice. When the department is authorized or required to give notice under this title or regulations adopted under this title, unless a different method of giving notice is otherwise expressly provided, notice shall be given by a qualified person, either by personal delivery to the person to be notified or by registered or

12/27/88

WHY ALASKA NEEDS A SAFETY BELT USE LAW

By Frank Bickford, Executive Director
Alaska Safety Belt Use Coalition, 360 W.
Benson #101, Anchorage, Ak 99503, 907-
561-7525.

One thing alone can save 35 lives a year, reduce the the hardship and costs of over 600 injuries, save $5 million worth of lost labor, and decrease economic losses associated with highway death and injury alone by as much as $13 million(Estimates from The Alaska Highway Users Study, 1987): Wearing The Safety Belts Already In Our Cars.

These facts are just four of the reasons Alaska needs a law requiring safety belt use. Although a major purpose of a Alaska Safety Belt Use Law would be to promote the safety of drivers and passengers using their safety belts, such a law would also:

- promote the safety of street and highway travelers other than safety belt users;
- promote the public welfare and safety by reducing highway deaths and injuries and public expenditures

In other words, if Alaska requires safety belts to be worn -- everyone can benefit!

Belt use laws that have been passed in 31 States and D.C. motivate people to buckle up. Those states found that voluntary use was low and through legislating the use of safety belts the incentives to use them have resulted in significant numbers of lives saved and costs reduced.

Educational campaigns promoting safety belt use have been launched here and across the country. Safety belt usage increases temporarily during the campaign and then returns to a low percentage. The amount of money spent is great and the residual impact slight. Safety belt use laws and an aggresive educational campaign must be combined to achieve maximum use. In the absence of a law even with an educational campaign, less than 32% of the population will buckle up. However, a Hellenthal statewide poll (Alaska) last year showed that 81% of Alaskans would wear safety belts if required by law.

A safety belt use law is the incentive to establish the safety habit in those who otherwise wouldn't buckle up.

If a person is killed or injured, it affects more people than the victim. Persons are not allowed a "freedom to choose" to pay the health care costs of those who "choose" not to wear their safety belts.

The cost of needless fatalities and serious injuries are paid by all persons - not simply the victim- in increased taxes, insurance premiums and health care costs.

Unbelted occupants cause injuries to other occupants by becoming "unguided missles." Thus, the "freedom to choose" to wear the belt does affect others directly.

Other similar traffic - safety laws protect motorists and others, such as speed limits, drinking and driving and driver licensing. Safety belt use laws are consistent with these and other laws.

Traffic accidents do not happen on personal highways and streets ---- the costs to society in terms of medical, rehabilitation, unemployment and welfare services supercede the "right" of people to seriously or fatally injure themselves or others by not buckling up.

As a citizen and taxpayer, your rights are infringed upon by those who aren't responsible enough to buckle-up voluntarily; they leave you to pick up the tab for increased costs.

Ninety percent of those persons killed in motor vehicle accidents in Alaska during 1985, 1986, and 1987 were not wearing safety belts.

The proposed safety belt use law in Alaska is a secondary offense - requiring that a motorist be stopped for another offense before a $15 ticket(which may be donated to Emergency medical services) can be issued for not using safety belts.

Secondary enforcement will not impose additional burdens on law enforcement officers responsible for citing motorist under this act. Safety belts reduce traffic fatalities, which are eight times as expensive to investigate as non-injury accidents. In fact, officers would have more time to concentrate on other traffic enforcement programs.

In the past three years Hellenthal & Associates (Polling Firm) have conducted extensive Statewide & Local polls that show over 65% of Alaskans supporting a safety belt use law.

In the past three years over 8,000 Alaskans have signed letters of support for the proposed safety belt use law and over 50 businesses have passed supportive resolutions.

The Alaska State House in 1987 passed the safety belt use law with bipartisan support. The Senate in 1988 failed to act on the legislation but 1989 looks a lot more favorable for passage - Reasons; The Speaker of the House for '89 is Sam Cotten who was the author of the safety belt use bill in 1987. The President of the Senate Tim Kelly has been a supporter of the proposed law and in December of '88 at the Eagle River Valley Community Council again stated his support. The Governor has also stated support for the proposed law and this year's sponsor of the safety belt use bill is State Senator Arliss Sturgeluwski - Chairman of the Rules Committee.

The statistics, the public support, the editorial support(Anchorage Times, Anchorage Daily News, Frontiresman, Valley Sun, Juneau Empire), and legislative support shows that the proposed safety belt use law is one that Alaska can live with.

SB 59

Daily News - 1/21/89

Backing seat belts for profit

Safety isn't the only issue for automakers

By DAVID POSTMAN
Daily News reporter

JUNEAU — A bill to require all Alaskans to wear seat belts — strictly a safety issue according to its sponsor — is backed by the American automobile industry as a way to get around more stringent and expensive safety measures.

Since 1985, the Big Three automakers — General Motors, Ford and Chrysler — have spent about a quarter of a million dollars and enlisted political heavies to get the Alaska Legislature to pass a law requiring seat belt use. This year former House Speaker Joe Hayes is lobbying for the law. He is being paid by Traffic Safety Now Inc., an auto industry lobbying group.

Supporters of a mandatory seat-belt law say it would save public dollars as well as lives, because of the high cost of emergency medical services and health care associated with car accidents. State law already requires that children younger than 7 years old must use seat belts or a child's car seat.

"My interest strictly comes from safety and the view that I think it has been demonstrated that seat belts save lives," said Sen. Arliss Sturgulewski, R-Anchorage, who introduced the bill this year. Sturgulewski said her concern about safety also

Please see Back Page, **SEAT BELTS**

SEAT BELTS: Laws may allow auto industry to forego air bags

Continued from Page A-1

lead her to sponsor a boating safety bill this year.

Her bill would levy a $15 fine — which could be donated to emergency medical services — for a violation. Police would not be able to stop people to check for seat-belt use, but could ticket those stopped for another reason who were not wearing belts.

But what's not talked about much is that if the bill becomes law it could, along with similar laws already passed in 31 states, suspend a federal requirement that all cars be equipped with air bags beginning next year. The auto industry is opposed to the requirement. Auto safety advocates, such as Ralph Nader, say the auto industry's airbag opposition sacrifices safety to save money.

"I think we all know this but I don't think the public does," said Sen. Pat Pourchot, D-Anchorage and chairman of the State Affairs Committee, the first committee scheduled to consider the bill this session.

Said Sturgulewski, "I think it's a positive thing for the industry to be involved in and I'm not in a position to know their deepest, darkest secrets. I simply don't see hidden motives or undue influence."

The group that is pushing the bill, the Alaska Safety Belt Use Coalition, makes no mention of auto industry-funding or air bags in its public relations material. But when asked, executive director Frank Bickford is forthcoming with details of the group's Detroit connections.

"Our money comes from Detroit. It's from the auto industry," Bickford said. "But all these other groups that support it in Alaska, they don't want to be just a tool, and if they thought they were, they wouldn't be involved."

The coalition lists 51 organizations and businesses that have passed resolutions in support of an Alaska seat belt law. The lists includes associations of doctors, nurses, police officers and Mothers Against Drunk Drivers. But it also lists tire and oil companies and automobile-related businesses that are traditional supporters of Detroit.

Clarence Ditlow III, director of the Washington, D.C.-based Center for Auto Safety, said the auto industry has kept a low profile in the campaigns for state seat belt laws. The center is an automobile consumer lobbying group which wants to see mandatory air bags.

"They adopt nice citizen-sounding names and you don't see the car companies," Ditlow said. "But it's the car companies that are paying all the money.

"The car companies have given lip service to mandatory seat belt laws for years and years but haven't put any money or political muscle into getting them passed — until (the federal government) said they would have to install air bags."

That happened in 1984, when the federal Department of Transportation ruled that automakers would have to put passive restraints — either air bags or automatically closing seat belts — in all cars by model year 1990. But there was a loophole built in. The requirement would be dropped if mandatory seat-belt laws were passed by states containing two-thirds of the nation's population. The deadline for that to happen is April 1 of this year.

The two-thirds goal has been reached. But not all the states have laws that comply with the federal guidelines, usually because their fines are below $25. Ditlow said the automakers want a waiver of that requirement, and others, and are trying to get as many laws on the books as possible by April.

Bickford said the auto industry now sees the seat-belt issue as good public relations. He said some of the coalition's money has been spent just spreading the word about seat-belt use with state fair booths and the such. And even if the bill is passed, he said the group will stay alive to tell people to buckle up.

But if the bill makes such good sense, why hasn't it become law?

"I don't really know," Bickford said. "When I first got involved in this I was told the weirdest stuff will happen and it will take four or five years to pass."

In 1987 the bill passed the House, but then-Senate President Jan Faiks sent it to five committees to keep it from reaching a floor vote. The next year it went to the State Affairs Committee. There, Chairman Mitch Abood, now retired, kept it until the session ended.

Abood said this week that he killed the bill because, "There were so many things that didn't make sense." There were lawmaker; that opposed it on personal liberty grounds — the-government-can't-tell-me-what-to-do argument.

"It was also, 'let's pull the heartstrings now and motherhood and apple pie and let's pass a stupid bill'," Abood said. He said he was also suspicious of the auto industry's involvement.

Sen. Joe Josephson, a State Affairs member who is also now retired, said he was aware of the auto industry's motivation. But he said he would have voted against the bill if doing so would have maintained the national air bag requirement.

Perhaps the biggest critic of the bill was not a Libertarian, or even a less-government-is-good-government Republican, but Democrat Al Adams, who moved from the House to the Senate this year.

Lawmakers say Adams hates the bill and worked hard to stop it when he was in the House. Pourchot said Adams wanted the bill referred to his Community and Regional Affairs Committee, but Senate President Tim Kelly said no.

Adams didn't return a telephone call to discuss the issue.

This year may be the year Alaska gets a seat-belt law, with support from House Speaker Sam Cotten, Kelly, Gov. Steve Cowper and the committee chairmen who will consider the bill.

"I don't want to say anything, really, but it just feels better this year," said Bickford. "It's silly that we had to go through these four years of trying to get the bill passed because a lot of people's lives would have been saved."

SB 59

Alaska State Legislature

SENATE

Official Business

STATE AFFAIRS COMMITTEE

P.O. Box V
State Capitol
Juneau, Alaska 99811

January 13, 1989

Keith Hediger
413 Cedar
Kodiak, AK 99615

Dear Keith:

Just a short note to thank you for your POM opposing mandatory seat belt legislation.

The bill has not yet been scheduled for a hearing in the State Affairs Committee which I chair. However, it is likely that the bill will be heard sometime within the next few weeks. As the Committee begins its deliberations, I will keep your comments in mind.

Again, Keith, thanks for letting me know your concerns.

Sincerely,

Pat

Senator Pat Pourchot, Chair
Senate State Affairs Committee

6130 Tuttle Place, Suite 2 • Anchorage, Alaska 99507-2041 • (907) 562-6449

file SB 59

Southern Region
EMERGENCY
Medical Services Council, Inc.

February 17, 1989

Honorable Pat Pourchot
Alaska State Senate
PO Box V
Juneau, AK 99811

Dear Representative Pourchot:

For your information, the Board of Directors of the Southern Region EMS Council passed the enclosed resolution in favor of a mandatory safety belt law for Alaska.

The people who passed this resolution have first-hand knowledge of the effects of safety belts in saving lives and reducing injuries. They know that the majority of deaths in automobile crashes are the result of being ejected from the vehicle. They have also witnessed the miraculous effects of safety belts. On many ocasion they have arrived at the scene of an accident where the vehicle has been demolished only to find the occupants walking around because they were wearing their safety belt.

These people have also suffered the emotional pain of caring for thoso who chose not to wear their safety belts. Recent research has shown that it it is a myth that public safety responders "get used to" blood and gore. In fact, like any other human being, they react to it with abhorrence. The only difference is that they suppress the feelings at the time in order to do their job. Those feelings surface later in the form of nightmares, stress and premature job burnout. Every unecessary death or debilitating injury an EMT, police officer or firefighter comes in contact with takes a little bit out of that responder. Add this to the other financial and emotional costs to society of the unnecessary deaths from automobile crashes and the reasons seem to be sufficient to justify this piece of legislation.

Thomas Jefferson once said, "The care of human life and happiness, and not their destruction, is the first and only legitimate object of good government." Please consider these words when you reflect on this issue.

Sincerely,

Joan Minks

Joan Minks, R.N.
Chairman

6130 Tuttle Place, Suite 2 • Anchorage, Alaska 99507-2041 • (907) 562-6449

Southern Region
EMERGENCY
Medical Services Council, Inc.

RESOLUTION

WHEREAS, the motor vehicle death rate in Alaska for 1983 was 50% greater than that of the rate for the United States as a whole; and,

WHEREAS, eighty-one percent of the motor vehicle deaths in Alaska in 1983 were people in the age group of 15-44, the most productive segment of Alaska's citizens; and,

WHEREAS, Alaskan passenger car accidents involving fatalities and injuries in 1983 cost society $47 million; and

WHEREAS, well over 90% of the cars and trucks in Alaska are equipped with safety belts which when properly used will reduce both the fatalities and the injuries from accidents as much as 50%; and,

WHEREAS, 90% of the Alaska population knows that safety belts do save lives but less than 40% use their safety belt; and,

WHEREAS, had a mandatory safety belt law been in effect in 1983 it is estimated that at least 20 lives would have been saved, there would have been 700 fewer injuries, and there would have been a $20 million savings to society; and,

WHEREAS, almost two-thirds of the Alaska population favor passage of a mandatory safety belt law; and,

WHEREAS, those of us who work in Emergency Medical Services have witnessed first hand the lifesaving characteristics of safety belts; and,

WHEREAS, safety belts will save more lives than the best emergency medical services systems, and Alaska has one of the best.

RESOLVED, the Board of Directors of the Southern Region Emergency Medical Services Council, Inc. supports the passage of a law requiring the use of safety belts by all occupants of passenger cars and trucks.

I hereby certify that the foregoing is a full true and correct copy of the resolution adopted by the Board of Directors of the Southern Region Emergency Medical Services Council, Inc. at a meeting of said Board duly and regularly called and held on the 2nd day of November 1988, at which a quorum was present and voting and that said resolution has been spread upon the minutes of said meeting and are now in full force and effect.

WITNESS my hand and the seal of said Corporation this

2nd day of November 1988.

Joan M Mirka

Secretary

WORKING TOGETHER TO SAVE LIVES

Alaska State Legislature

SENATOR
ARLISS STURGULEWSKI
Senate President Pro Tempore
Chairman, Senate Rules Committee

2957 SHELDON JACKSON STREET
ANCHORAGE, ALASKA 99508

While in Juneau
P.O. BOX V
JUNEAU, ALASKA 99811
(907) 465-3818

Senate

M E M O R A N D U M

08 February 1989

Distributed by Sturgulewski 11:45am 2/8/89

TO: Senator Pat Pourchot, Chairman
Senate State Affairs Committee

FROM: Senator Arliss Sturgulewski

Attached is supplemental information regarding Senate Bill 59.

1. A letter from the Department of Public Safety, Highway Safety Planning Agency outlining the National Highway Traffic Safety Administration, United States Department of Transportation determination of compliance with the requirement to equip cars with passive restraint systems.

2. A letter from the State Department of Health and Social Services outlining their statistics on motor vehicle related injuries in rural communities not connected with the major state highway system.

3. A chart prepared using National Highway Traffic Safety Administration Statistics showing total highway deaths in Alaska in 1986 compared by area.

4. A compilation of 1987 data prepared for Mr. Joe Hayes of the Alaska Safety Belt Coalition using National Highway Traffic Safety Administration information regarding highway deaths nationally and in Alaska.

5. A letter and draft work plan from the Alaska Safety Belt Use Coalition. This letter addresses the question of child safety devices in rural Alaska.

Bickford says they'll put in $10,000 for child safety seats.

6. A resolution from the Kodiak Chamber of Commerce supporting mandatory safety belt legislation.

7. A resolution from Kodiak Crimestoppers Inc. supporting mandatory safety belt legislation.

8. A letter from the Department of Public Safety ~~outlining the actions they will take to begin a child safety~~ device education and loan program if this legislation passes.

saying it will cost $10,000/yr. GF for 4 yrs. to purchase necessary child safety seats

MEMORANDUM

State of Alaska

DEPARTMENT OF PUBLIC SAFETY

TO: Senator Arliss Sturgulewski
Sixteenth Alaska State Legislature

DATE: February 2, 1989

FILE NO:

TELEPHONE NO: 465-4371

FROM: T. Michael Lewis
Governor's Highway Safety Representative
Highway Safety Planning Agency

SUBJECT: Determination of Mandatory Seatbelt Law Compliance

In response to questions concerning the determination of compliance by the Secretary of Transportation on the criteria of the State mandatory seatbelt laws, I offer the following information:

Section 4.1.5.1 of Motor Vehicle Safety Standard No. 208 (copy attached) requires that the Secretary of Transportation shall determine, no later than April 1, 1989, that state mandatory safety belt use laws have been enacted that meet the criteria specified in S4.1.5.2 and are applicable to not less than two-thirds of the total population of the fifty states and the District of Columbia.

In order to ascertain the current status of this determination, I called the Regional Office of the National Highway Traffic Safety Administration, Department of Transportation. I was told by that office that:

1. The due date of that determination is not until April 1, 1989, and that no determination has been made at this time.

2. Because of the common knowledge that only one, of the thirty-one states that have enacted mandatory seatbelt laws, is in full compliance with S4.1.5.2, it is highly doubtful if the Secretary will issue a determination of compliance statement.

3. As a result of the failure of the states to fully comply with the criteria of S4.1.5.2, all passenger vehicles manufactured after September 1, 1989 must be equipped with approved passive restraint systems.

If you require any additional information, please do not hesitate to give me a call at 465-4374.

cc: Arthur A. English, Commissioner
Department of Public Safety

Attachment

TML:cg

S4.1.3.1.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.1.1 equal to not less than 10 percent of the average annual production of passenger cars manufactured on or after September 1, 1983, and before September 1, 1986, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.2 Passenger cars manufactured on or after September 1, 1987, and before September 1, 1988.

S4.1.3.2.1 Subject to S4.1.3.2.2 and S4.1.3.4, each passenger car manufactured on or after September 1, 1987, and before September 1, 1988, shall comply with the requirements of S4.1.2.1, S4.1.2.2 or S4.1.2.3.

S4.1.3.2.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.2.1 equal to not less than 25 percent of the average production of passenger cars manufactured on or after September 1, 1984, and before September 1, 1987, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.3 Passenger cars manufactured on or after September 1, 1988, and before September 1, 1989.

S4.1.3.3.1 Subject to S4.1.3.3.2 and S4.1.3.4, each passenger car manufactured on or after September 1, 1988, and before September 1, 1989, shall comply with the requirements of S4.1.2.1, S4.1.2.2 or S4.1.2.3.

S4.1.3.3.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.3.1 equal to not less than 40 percent of the average annual production of passenger cars manufactured on or after September 1, 1985, and before September 1, 1988, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.4 For the purposes of calculating the numbers of cars manufactured under S4.1.3.1.2, S4.1.3.2.2 or S4.1.3.3.2 to comply with S4.1.2.1, each car whose driver's seating position will comply with these requirements by means other than any type of seat belt is counted as 1.5 vehicles.

3. Standard No. 208 is amended by adding the following new sections:

S4.1.4 Passenger cars manufactured on or after September 1, 1989. Except as provided in S4.1.5, each passenger car manufactured on or after September 1, 1989, shall comply with the requirements of S4.1.2.1.

S4.1.5 Mandatory seatbelt use laws.

S4.1.5.1 If the Secretary of Transportation determines, by not later than April 1, 1989, that state mandatory safety belt usage laws have been enacted that meet the criteria specified in S4.1.5.2 and that are applicable to not less than two-thirds of the total population of the 50 states and the District of Columbia (based on the most recent Estimates of the Resident Population of States, by Age, Current Population Reports, Series P-25, Bureau of the Census), each passenger car manufactured under S4.1.3 or S4.1.4 on or after the date of that determination shall comply with the requirements of S4.1.2.1, S4.1.2.2, or S4.1.2.3.

S4.1.5.2 The minimum criteria for state mandatory safety belt usage laws are:

(a) Require that each front seat occupant of a passenger car equipped with safety belts under Standard No. 208 has a safety belt properly fastened about his or her body at all times when the vehicle is in forward motion.

(b) If waivers from the safety belt usage requirement are to be provided, permit them for medical reasons only.

(c) Provide for the following enforcement measures:

(1) A penalty of not less than $25.00 (which may include court costs) for each occupant of a car who violates the belt usage requirement.

(2) A provision specifying that the violation of the belt usage requirement may be used to mitigate damages with respect to any person who is involved in a passenger car accident while violating the belt usage requirement and who seeks in any subsequent action to recover damages for injuries sustained in the accident. This requirement is satisfied if there is a rule of law in the State permitting such mitigation..

(3) A program to encourage compliance with the belt usage requirement.

(d) An effective date of not later than September 1, 1989. (49 F.R. 28962—July 17, 1984. Effective: August 16, 1984)]

S4.2 Trucks and multipurpose passenger vehicles with GVWR of 10,000 pounds or less.

S4.2.1 Trucks and multipurpose passenger vehicles, with GVWR of 10,000 pounds or less, manufactured from January 1, 1972, to December 31, 1975. Each truck and multipurpose passenger vehicle with a gross vehicle weight rating of 10,000 pounds or less, manufactured from January 1,

STATE OF ALASKA

DEPT. OF HEALTH AND SOCIAL SERVICES

DIVISION OF PUBLIC HEALTH
EMERGENCY MEDICAL SERVICES SECTION

STEVE COWPER, GOVERNOR

P.O. BOX H-06C
JUNEAU, ALASKA 99811-0600
(907) 465-3027

February 7, 1989

The Honorable Senator
Arliss Sturgulewski
Alaska State Senate
Pouch V, Capitol 447
Juneau, AK 99811

Dear Senator Sturgulewski,

In response to your request, I am sending you statistics on motor vehicle related injuries in rural communities not connected with the major state highway system. Tables 1 and 2, enclosed, show total ambulance calls in remote rural communities and the numbers and percentages of calls related to motor vehicle accidents for calendar years 1987 and 1986 respectively. This data is incomplete because many smaller villages do not have formally organized ambulance services.

Table 3 shows data on off-highway motor vehicle related trauma from our pilot trauma registry study involving seven hospitals in southcentral Alaska for a six month period in 1988- April through October. Participating hospitals include Kanakanak Hospital in Dillingham; South Peninsula Hospital in Homer; Central Peninsula Hospital in Soldotna; Providence, Humana, and ANMC Hospitals in Anchorage; and Valley Hospital in Palmer.

To be included in the trauma registry, an injured person must be admitted to a hospital, die in a hospital emergency department, or be transferred to another hospital for admission. From this incomplete data source, there were seven off-highway, rural, motor vehicle related trauma victims.

Finally, Table 4 shows the number of motor vehicle related deaths in off-highway, rural communities in 1987.

Hopefully, some day we will have a statewide trauma registry involving all hospitals, and we will be able to provide complete data on serious traumatic injuries throughout Alaska.

Please let me know if you need any additional information.

Sincerely,

Mark S Johnson

Mark S. Johnson
EMS Coordinator
Emergency Medical Services Section

Enclosure(s)

cc: Jay Livey
Acting Deputy Commissioner
Dept. of Health & Social Services

Elizabeth Ward, MN
Director
Division of Public Health

Table 1

Ambulance Runs in Bush Communities - 1987

Community	Total Patients	Motor Vehicle Accidents	Per Cent
St. Paul	19	4	21.05
Tyonek	58	0	0.00
Sand Point	17	0	0.00
Barrow	254	9	16.13
Naknek	62	10	16.13
Cordova	103	10	9.71
Metlakatla	11	3	27.27
Fort Yukon	1	0	0.00
Edna Bay	7	1	14.29
Port Alexander	8	0	0.00
Whale Pass	1	1	100.00
Chignik	27	0	00.00
Port Graham	31	0	00.00
Dillingham	78	11	14.10
Kotzebue	268	10	3.73
TOTAL	940	59	6.28

Table 2

Ambulance Runs in Bush Communities - 1986

Community	Total Patients	Motor Vehicle Accidents	Per Cent
Tyonek	40	4	10.00
Aniak	4	0	0.00
Naknek	62	10	16.13
Port Graham	10	0	0.00
Cordova	53	4	7.55
Chignik	46	0	0.00
Sand Point	21	0	0.00
Dillingham	165	16	9.70
Cold Bay	9	2	22.22
Kotzebue	114	0	0.00
Ruby	9	2	22.22
Fort Yukon	8	0	0.00
Galena	21	1	4.76
McGrath	29	0	0.00
Barrow	160	9	5.63
TOTAL	751	48	6.39

Table 3

Off-Highway, Rural, Motor Vehicle Trauma Victims
April, 1988 - October, 1988

Community	No. of Trauma Victims	Summary Data
Kotzebue	one	C-spine fracture
Kodiak	one	Broken arm
Nome	three	Jeep rollover-multiple, one person thrown from vehicle - another had serious head injuries.
Dutch Harbor	one	Fell out of moving car - broken arm
Cordova	one	Vehicle went off road into the water - neck injury

NOTE: None of the above persons was wearing a safety belt.
Participating Hospitals: Kanakanak (Dillingham), South Peninsula (Homer), Central Peninsula (Soldotna), Providence (Anchorage), Humana (Anchorage), ANMC (Anchorage), and Valley (Palmer.
N = 1200 records.

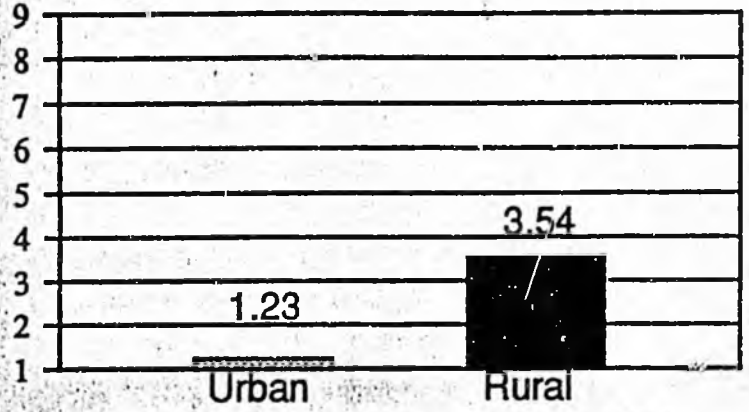
Table 4

Off-Highway, Rural, Motor Vehicle Fatalities
(excluding ATV's, motorcycles, and snow machines & pedestrians)
1987

Community	Fatal Age	Seat Belts	Related Factors
Nome	39	No	Passenger jumped from vehicle
Craig	18	No	Unsafe speed - lost control
Craig	19	No	Unsafe speed - lost control

ALASKA

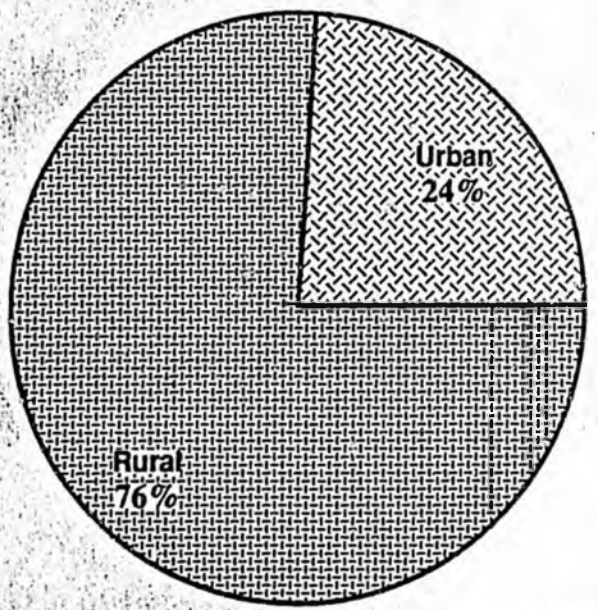
NUMBER OF DEATHS PER 100 MILLION MILES DRIVEN



National Highway Traffic Safety Administration Statistics

ALASKA

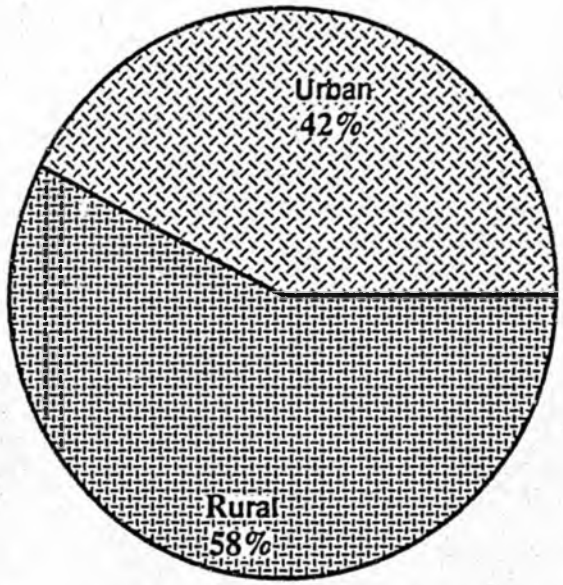
101 MOTOR VEHICLE DEATHS IN 1986



National Highway Traffic Safety Administration Statistics

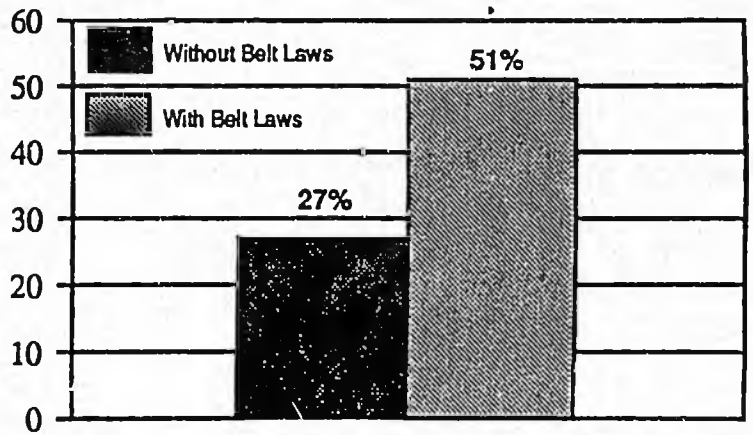
NATIONALLY

46,020 MOTOR VEHICLE DEATHS IN 1986



National Highway Traffic Safety Administration Statistics

BELT-USE NATIONALLY



NHTSA 19 City Survey Conducted During First Half of 1987

CASEY COMMUNICATIONS MANAGEMENT, INC.
Counselors in Public Relations • Public Affairs

February 2, 1989

TO: Joe Hayes

FROM: Ray Carson

SUBJECT: 1986/1987 Fatality Data

Chuck Busse requested we send you the attached information comparing urban and rural fatality rates. Please note, the data contained in this release and chart is based on 1986 figures.

We have contacted the National Highway Traffic Safety Administration (NHTSA) to obtain the most up-to-date information regarding urban and rural fatalities. Following is a synopsis of these figures:

1987 National Data

• Total Deaths	46,386
- Rate per 100 million miles driven	2.40
• Total Rural Deaths	27,147 (59%)
- Rate per 100 million miles driven	3.50
• Total Urban Deaths	19,179 (41%)
- Rate per 100 million miles driven	1.10

1987 Alaska Data

• Total Deaths	76
- Rate per 100 million miles driven	1.90
• Total Rural Deaths	56 (74%)
- Rate per 100 million miles driven	2.60
• Total Urban Deaths	20 (26%)
- Rate per 100 million miles driven	1.10

Please contact me if you have any questions. My card is enclosed for your convenience.

cc: Chuck Busse

17117 NINE MILE RD. • SUITE 700 • SOUTHFIELD, MI 48075 • (313) 423-4600

February 8, 1989

Senator Arliss Sturgulewski
P.O. Box V
Juneau, AK 99811

Dear Senator Sturgulewski,

Enclosed is draft work plan put together by the Alaska Safety Belt Use Coalition. Since the legislation SB59 removes the rural exemption for child safety devices, the Alaska Safety Belt Use Coalition is prepared to incorporate into it's work plan an educational program to include insofar as needed for safety belts and child safety devices.

The Alaska Department of Public Safety will also have an educational and fund-raising program and we are prepared to assist them in their efforts.

I received indication of support from the National Highway Traffic Safety Administration's regional office located in Seattle for additional funds to the Alaska Department of Public Safety for child safety device loaner programs.

The Alaska Safety Belt Use Coalition is proud to say that we are going to provide the amount of $10,000 seed money for infant child seats in the rural areas.

Sincerely,

ALASKA SAFETY BELT USE COALITION

Frank Bickford
Executive Director

FB:tp

DRAFT

EDUCATIONAL CAMPAIGN
BY
ALASKA SAFETY BELT USE COALITION
FOR
ALASKA'S SAFETY BELT USE LAW

The Alaska Safety Belt Use Coalition will help implement a 12 month public relations campaign, consisting of:

1) Travel throughout the state to coordinate public awareness meetings.
2) Direct mail campaign, TV and radio PSA's.
3) Educational forums held throughout the state through school districts, organizations and special interest groups to inform the public of the new law.

This project is committed to a $70,000 budget. The Alaska Safety Belt Use Coalition is already operating and will continue to do so until 12/31/89 on it's own resources. When the law goes into effect, the Coalition will then convert it's remaining budget allowances entirely into the safety belt use law educational campaign. This could result in approximately $10,000 per month in addition to the $70,000 budget already mentioned for educational purposes.

The Alaska Safety Belt Use Coalition has the assistance of coordinators already placed in key communities throughout the state, including Fairbanks, Kodiak, Sitka, Juneau, Anchorage, Sand Point and the Mat-Su Valley.

A preliminary outline of the educational campaign we will implement is attached.

For purposes of discussion, we have divided our preliminary thoughts into four main segments:

General Adult

Youth

Corporate/Coalition Development

Law Enforcement

General Adult

1) News Conference - Organize a kick-off news conference within 2-4 weeks after legislative approval of the seat belt use law. If possible, "Buckle Up Alaska" proclamations by the governor and key mayors throughout the state would coincide with the news conference. A press kit with fact sheets, coalition goals, personal seat belt stories and other collateral materials would be distibuted to the media.

2) Television PSA's - Two Alaskan oriented television PSA's would be produced. One targeted at adults age 30 and up would revolve around the notion of "Buckle Up the Ones You Love." The spot would be light in nature and would show various types of people being asked to buckle up by family and/or friends. We might try to get the rights to the music for the song entitled "Button Up Your Overcoat" and write lyrics specific to our subject. A nostalgic television spot incoporating family themes would target the 30 plus adult perfectly.

The second PSA would target late teens/young adults. The spot would revolve around the theme of "Some Mistakes You Don't Live To Regret." Young adults have been raised on rapidly changing video technology and are regularly exposed to a barrage of powerful media messages. For this reason a harder and more direct sell would be necessary to effectively reach this target group.

3) Radio PSA's - Two radio PSA's will be developed for this public information effort. Following the thoughts expressed above, the first PSA would be targeted toward adults over 30. It would communicate the need for seat belt use by using messages provided by victim's parents. Our attempt would be to sway parents to think about their family and the reprocussions that would follow a death or major injury. The other PSA, directed at young adults/late teens, would revolve around discussions of other teens and survivors. We would incorporate a dramatic approach to both PSA's.

4) Media Promotions

A. We will approach drive time disc jockeys around the state to promote the seat belt themes and encourage their listeners to "Buckle Up." Also, airborne traffic reporters will be encouraged to sign off their transmissions with the "Buckle Up Alaska" theme.

B. We will attempt to get key radio stations in various Alaskan communities to sponsor either essays or poster contests based on seat belt use themes. Local merchants such as auto dealers would be asked to contribute to a scholorship fund that would go to the winner.

C. We will negotiate with community newspapers to include a monthly update column that communicates number of lives saved by seat belt use, new coalition members, etc.

5) Logo - develop a clear and descriptive logo that can be used in all media and collateral materials. Focus will be on instant communication of benefits derived by seat belt use.

6) Poster - Two posters for distribution at post offices, grocery stores, clinics and hospitals, government buildings and school facilities will be produced. The theme of "Buckle Up The One You Love" would be used for the general purpose poster. Visual would follow from the television PSA. Ideas include having a nun buckling up a priest, a child buckling up a teddy bear, or a child putting a seat belt on his/her father. The young adult poster would focus on what might happen in an accident if the seat belt isn't used.

7) Print Ads - A series of humorous yet informative print ads will be developed for placement during key holidays. Ideas include Lincoln with a seatbelt and Cupid with same during Valentines Day. A format print ad for heavy traffic holidays such as Memorial Day, Fourth of July and Labor Day will be developed also.

8) Media Relations - will attempt to place between two and three media stories in key Alaskan publications or broadcast outlets each month of our contract. A number of different possibilities exist for media stories, including "Saved By The Belt" stories, contests, corporate assistance, and statistical goals met by seat belt coalition. We will work with key native media people to insure that this very important segment of the population is given information in a manner relevant to their lifestyle.

9) Misc. Collateral - Ideas for collateral materials include bumper stickers to be placed on on state and municipal vehicles and to be used in corporate promotions. We will also investigate having our message imprinted on Carrs Supermarkets' grocery bags, Matanuska Maid milk cartons, and various utilities monthly statments. We would also develop a road sign to mechanical stage with your logo and theme for use by municipalities and the state.

Youth Segment

We feel that children in elementary and junior high school should be given special emphasis during this effort. The birth rate in Alaska has grown tremendously over the past ten years and children, if the subject matter is communicated clearly, can have tremendous influence on both their peers and parents. For our in-school effort, we would create an uniquely Alaskan character which would entertain the children while also teaching them about seat belt use and other safety matters. We might have our character escorted by the state trooper who went to Washington D.C. on behalf of the coalition. Other elements of our in-school program include:

Teachers Guide - Would provide outlines and background information necessary for ongoing education in this area.

Coloring Book - Would provide an element for the teachers to use in follow-up work with the students. The book would incorporate scenes from the "Buckle Up The Ones You Love" television spot and other collateral materials.

Poster - An inexpensive poster utilizing our Alaskan character would be developed to reemphasize the basic safety belt message.

Buttons - A cartoon button incorporating our character would be produced and provided to school children.

Video - As part of the in-school presentation, a short video incorporating both national footage and local shots would be developed to clearly communicate the the reasons for using seat belts. Video might close with "Buckle Up The Ones You Love" television spot with music.

We would also organize and coordinate an in-school poster contest where children in different age groups would be able to compete for prizes such as free movie passes, ski weekends, dinners and trips. Corporate sponsors would be obtained, and in so doing, develop corporate awareness of coalition efforts.

Other efforts would focus on organizing awareness efforts in scouting and other group activities.

Corporate/Coalition

The key to the success of the awareness program will rest in large part upon our ability to involve diverse segments of the population. No segment of the population is more crucial to this outcome than the business community. Involvement at all levels will carry the program on well after general public attention has shifted.

1) A group such as Rotary might sponsor an automobile safety event for teenage drivers. Such a contest might allow young drivers to compete for scholarship money or prizes. A format similiar to the television game show Jeopardy might be appropriate for high-school aged young adults statewide. It could be orchestrated in such a way as to allow the final tournament to be broadcast statewide.

2) Publication of statistical information concerning automobile accidents and seatbelt usage in business/corporate newsletters or periodicals would be helpful in promoting awareness. A theme such as "We Do It For Life" might be adopted to promote support of the law by individuals within the business community.

3) Round robin promotions in support of safety belt use will be encouraged, especially by companies related to the auto industry such as auto dealers and parts stores. We might also print up litter bags that are included with each car or part sold.

4) As stated earlier, Alaskan products such as Matanuska Maid milk cartons and Carrs shopping bags would be targeted for promotion of coalition themes.

5) .. institute a means of recognizing individuals or groups that contribute to the coalition efforts to increase seat belt use. A "Golden Buckle Award" could perhaps be awarded at a yearly banquet.

6) We would develop a brochure targeted for general information dissemination. It would also be an important tool for informing potential business supporters of your efforts.

Law Enforcement

1) Within the first month after the law is passed, we will develop a newsletter for distribution to law enforcement officials. We would then attempt to set up meetings/speaking engagements to explain the new law and its importance.

2) We will develop buttons for law enforcement officers to wear and distribute to offenders of the new law. We propose that only warnings and button distribution take place for a short period after the law is implemented. Button might say "Get It Together Alaska."

3) We propose to develop a print ad designed to cast law enforcement officials as concerned citizens - not in the usual "its the law, obey it or else" manner. The ad would show a police officer and a doctor together in an emergency room. The tone would communicate that the new law was designed to save lives...your life.

KODIAK CHAMBER OF COMMERCE
01-01-89

RESOLUTION SUPPORTING MANDATORY SAFETY BELT USE LEGISLATION

WHEREAS, the BOARD OF DIRECTORS OF THE KODIAK CHAMBER OF COMMERCE believes the State should enact a mandatory seat belt law; and

WHEREAS, the effectiveness of safety belts in reducing deaths and injury severity in motor vehicle crashes has been documented in numerous studies; and

WHEREAS, in jurisdiction where mandatory safety belt laws have been in effect, there has been a significant reduction in injuries, deaths and economic losses; and

WHEREAS, public health and safety legislation has been enacted at the state and federal levels;

NOW, THEREFORE BE IT RESOLVED that the BOARD OF DIRECTORS OF THE KODIAK CHAMBER OF COMMERCE strongly supports state mandatory safety belt use laws to reduce human suffering and impairments due to motor vehicle crashes.

Signed this 24th day of January, 1989

KODIAK CHAMBER OF COMMERCE

Edward F Randolph

Jeri J Jansen
Secretary to the Board

RESOLUTION

MANDATORY SAFETY BELT USE LEGISLATION

WHEREAS, THE EFFECTIVENESS OF SAFETY BELTS IN REDUCING DEATHS AND INJURY SEVERITY IN MOTOR VEHICLE CRASHES HAS BEEN DOCUMENTED IN NUMEROUS STUDIES, AND

WHEREAS, IN JURISDICTION WHERE MANDATORY SAFETY BELT LAWS HAVE BEEN IN EFFECT, THERE HAS BEEN A SIGNIFICANT REDUCTION IN INJURIES, DEATHS AND ECONOMIC LOSSES, AND

WHEREAS, PUBLIC HEALTH AND SAFETY LEGISLATION HAS BEEN ENACTED AT THE STATE AND FEDERAL LEVELS; BE IT THEREFORE RESOLVED

THAT Kodiak Crimestoppers Inc. (name)
Box 1329 (address)
Kodiak, AK 99615 (city,zip)
486-3113 work 486-3113 home (phone)
1/24/89 date

STRONGLY SUPPORTS STATE MANDATORY SAFETY BELT USE LAWS TO REDUCE HUMAN SUFFERING AND IMPAIRMENTS DUE TO MOTOR VEHICLE CRASHES.

Edward J. Nelson, President

Please return this resolution to:

Alaska Safety Belt Use Coalition
360 W. Benson, Suite 101
Anchorage, AK 99503
(907) 561-7525

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF THE COMMISSIONER

P.O. BOX N
JUNEAU, ALASKA 99811-1200
PHONE: 465-4322

February 7, 1989

The Honorable Arliss Sturgulewski
Alaska State Senator
P.O. Box V
Juneau, Alaska 99811

Dear Senator Sturgulewski:

It has been brought to my attention that you are concerned that the Department of Public Safety has submitted a zero fiscal note for Senate Bill 59. It is our position that SB 59 as it is now written, does not require any new funding. As we interpret the bill, there is no requirement that the State provide child restraints to the prospective users. Existing statute calls for the Highway Safety Planning Agency to "...work in conjunction with private and federal programs...[to] provide to every hospital and birthing center in the state, subject to the availability of funds, child safety devices for infants and children to be loaned to the public at nominal fees..." Certainly, if SB 59 does become law, the Highway Safety Planning Agency will take steps to secure federal funding to establish child restraint loan programs in rural communities similar to those that were implemented in some highway-system communities prior to 1985, when the original child restraint law took effect.

Loan/rental programs may not be as cost effective for remote locations as for urban areas. If this were the case, an alternative might be to purchase seats for outright distribution through hospitals and birthing centers that service rural populations. Unfortunately, federal funds cannot be used for outright purchase and distribution; appropriation from the general fund would be necessary. We estimate that $10.0 per year for each of the next four years (FY 1990 - FY 1993) would fund the purchase of approximately 200 seats each year. These seats would be suitable for children from birth through approximately 30-35 pounds.

After the initial distribution, it is likely that the seats purchased with these funds will be circulated, on an informal basis, much like those purchased with federal funds for the loaner programs were circulated.

Sincerely,

Arthur English

Arthur English
Commissioner

Alaska State Legislature

SENATOR
ARLISS STURGULEWSKI

2957 SHELDON JACKSON STREET
ANCHORAGE, ALASKA 99508

White as Juneau
P. O. BOX V
JUNEAU, ALASKA 99811
(907) 465-3818

Senate

M E M O R A N D U M 18 January 1988

TO: Senator Pat Pourchot

FROM: Senator Arliss Sturgulewski

I respectfully request that Senate Bill 59 be scheduled for a hearing before the Senate State Affairs Committee as soon as is practicable.

It has been conclusively demonstrated that seatbelt use results in a savings of both lives and money. Study after study shows that persons injured in automobile accidents have less severe injuries and spend far less on health care if they are using a seat belt at the time of the accident. It has been estimated that on a national basis, each 10 percent increase in safety-belt use results in 30,000 less serious and moderate injuries and a savings of $800 million in direct costs to society.

Without question, Alaskans can be healthier and safer if strongly encouraged to use safety devices in motor vehicles. This proposed law is designed to encourage compliance rather than punish those who don't wear safety belts. That is the reason behind making non-compliance a secondary offense.

Attached are a number of editorials from newspapers statewide encouraging us to pass this legislation. In addition, I have attached a sectional analysis, extracts of studies done, and statistical information about compliance rates.

Fiscal notes have been requested from the Department of Public Safety and the Alaska Court System.

prepared by Sen. Sturgulewski

SECTIONAL ANALYSIS
SENATE BILL 59
19 January 1988

SECTION ONE:

Repeals and reenacts AS 28.05.095, adding a new (a) requiring a person 16 years of age or older to be restrained by a safety belt in a motor vehicle when either a passenger or the driver.

Subsection (b) is current language with the exception of line 22, after "is" [BETWEEN FOUR AND SIX] is deleted and "is four but not yet 16" is added.

Subsection (c):
(1) [A SCHOOL BUS OR AN EMERGENCY VEHICLE] is changed to (1) passengers in an emergency vehicle.

(2) new

(3) "child" is changed to "person"

(4) "child is changed to "person" and "or (b)" is added after "(a).

Subsection (d) is the old subsection (c)

Subsection (e) is new. This section provides that a peace officer may not stop a motor vehicle to determine if the passenger or driver is wearing a safety device, nor may a peace officer issue a citation unless the peace officer stopped the motor vehicle for another reason. This section makes the violation a secondary offence.

SECTION 2:

This is a technical change - "child" is changed to "person" and "safety belt" is added.

SECTION 3:

Subsection (a) allows the court to fine a person who is not wearing a safety belt in a motor vehicle or who removes a safety belt from a motor vehicle so as to be exempted from the requirement to wear a safety belt. The $15 fine may be waived by the court if $15 is donated to the Emergency Medical Services entity in the area where the violation occured.

Subsection (b) adds the penalty for violating the requirement that a child be in a child safety device that was deleted from subsection (a).

Introduced: 1/9/89
Referred: State Affairs and Transportation

6-0357A

IN THE SENATE

BY STURGULEWSKI, UEHLING AND DUNCAN

SENATE BILL NO. 59

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act relating to mandatory use of safety devices in motor vehicles."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 28.05.095 is repealed and reenacted to read:

Sec. 28.05.095. USE OF SAFETY DEVICES REQUIRED. (a) Except as provided in (c) of this section a person

(1) 16 years of age or older may not occupy a motor vehicle while being driven unless restrained by a safety belt; and

(2) may not operate a motor vehicle unless restrained by a safety belt.

(b) Except as provided in (c) of this section, a driver may not transport a child under the age of 16 in a motor vehicle unless the driver has provided and properly secured each child as described in this subsection. If the child is less than four years of age, the child shall be properly secured in a child safety device meeting the standards of the United States Department of Transportation for a child safety device for infants. If the child is four but not yet 16 years of age, the child shall be properly secured in a child safety device approved for a child of that age and size by the United States Department of Transportation or in a safety belt, whichever is appropriate for the particular child.

(c) Subsections (a) and (b) do not apply to

(1) passengers in an emergency vehicle;

(2) vehicle operator acting in the course of employment

THE PROVISIONS OF AS 28.15.231(b)].

(b) A person convicted of a violation of AS 28.05.095(b) is guilty of an infraction and may be assessed demerit points as determined by regulations of the department, notwithstanding the provisions of AS 28.15.231(b). A person who violates AS 28.05.095(b) [AS 28.05.095(a)] by failing to provide a child safety device or safety belt [SEATBELT] may provide a peace officer, including a village safety officer, proof of purchase or acquisition, and installation, of an approved child safety device or safety belt [SEATBELT]. If the proof is provided within 30 days after the issuance of a citation for the infraction, the court shall dismiss the citation and no points shall be assessed under this subsection [(a) OF THIS SECTION] unless the person has

(1) been convicted previously for violating AS 28.05.095 [THAT SECTION] by failing to provide a child safety device or safety belt [SEATBELT];

(2) been cited for failure to provide a child safety device or safety belt [SEATBELT] and has forfeited the bail required by the citation; or

(3) provided [THE] proof under [REQUIRED BY] this subsection on a prior occasion.

POSITION PAPER/Department of Health & Social Services

Position Paper

SB 59

For an Act entitled: "An Act relating to mandatory use of safety devices."

SB 59 repeals and reenacts AS 28.05.095 to require that "a person 16 years of age or older may not occupy a motor vehicle while being driven unless restrained by a safety belt."

Children under 4 years old are required to be in a U.S. Department of Transportation (DOT) approved child safety device, and children between four and sixteen must be in an approved safety device or secured by a safety belt.

This bill would exempt emergency vehicles from the requirement, vehicle operators engaged in the delivery of mail and others as determined by regulation.

The bill would establish a penalty of up to $15 in fines which could be waived in lieu of a contribution to the local Emergency Medical Service (EMS).

The Department of Health and Social Services supports the passage of this bill for the following reasons:

1) Motor vehicle crashes are a leading cause of death, injury and long-term disability;

2) Numerous studies have shown that safety belts and other vehicle safety restraints substantially reduce the likelihood of death or injury to motor vehicle occupants involved in crashes;

3) Efforts to educate the public about the benefits of safety belts have failed to convince the majority of vehicle occupants to use their safety belts.

4) Motor vehicle crashes are the single most frequently mentioned cause of injury responded to by EMS ambulances. The proposed donation in lieu of a fine would help to defray the cost of these services.

Background

Nationally, motor vehicle crashes are the leading cause of death to persons between 1 and 35 years of age. For teenagers, car crash fatalities out-number the next five causes of death combined. Over the past decade more than 450,000 person's have died on America's highways. Every year over 40,000 persons are killed in automobile accidents in the

United States, and more than 300,000 people suffer moderate to severe and critical injuries. Many of the injured are young people who will never work again for the rest of their lives. In Alaska, from 1980 through 1985, unintentional injuries (accidents) have been the leading cause of death for all ages. Motor vehicle crashes and drowning have been the chief causes of these deaths. In 1985 there were 127 deaths and more than 6,000 Alaskans were injured as a result of motor vehicle crashes in this state.

According to the Highway Safety Planning Agency, property damage from motor vehicle crashes amounted to over $40,000,000 in 1986. This does not include bodily injury claims payments for private passenger non-fleet automobile liability in Alaska which totaled over six million dollars in 1983 and was over eight million in 1984. These amounts do not include paid losses from other third party payers, such as Medicare, Medicaid, General Relief Medical, Indian Health Service or Workers Compensation. Clearly, in addition to the unacceptable losses from premature death and disabilities, motor vehicle crashes create a significant financial burden which is shared by all citizens.

Worldwide, about 30 countries have mandated safety belt use. In Great Britain seat belt use rose from about 40% to 90-95% with the passage of a mandatory use law. At the same time the number of individuals treated in emergency rooms as the result of motor vehicle crashes has dropped 15%. There were also 15% to 20% fewer fatalities in the years since the passage of the law.

In Canada, four provinces have enacted mandatory safety belt use laws. The effectiveness of these laws in increasing belt use has been shown to be dependent on the degree to which they are enforced. In provinces where strict enforcement has been practiced belt use has been up to 80%. Deaths due to motor vehicle crashes have declined 11% and injuries 6% in provinces with mandatory use laws.

In this country, twenty-seven states and the District of Columbia now have mandatory belt use laws. New York was the first state to pass such a law. Safety belt use there has ranged from 39 to 76%. These use rates have resulted in about a 9% drop in motor vehicle crash fatalities.

It is clear that the use of safety belts can reduce the number of deaths and disabilities due to motor vehicle crashes. A mandatory safety belt use law would go far to achieve this goal and complement existing traffic safety

POSITION PAPER/Department of Health & Social Service

legislation regarding driving while intoxicated, maximum speed limits, and licensing requirements.

Position

The Department of Health and Social Services strongly supports this bill because it can result in significant decreases in the number of deaths, disabilities and injuries caused by motor vehicle crashes.

Recommended by: Elizabeth Ward

Elizabeth Ward, M.N.
Director
Division of Public Health

Date: 1/19/89

Approved by: Myra M. Munson

Myra M. Munson
Commissioner
Department of Health and Social Services

Date: January 30, 1989

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: SB 59
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: 1/19/89
Title: "An Act relating to use of mandatory use of safety devices."
Sponsor: Sturgulewski
Requestor: _____

Agency Affected: Health & Social Services
BRU: State Health Services
Component: Emergency Medical Svc.

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Elizabeth Ward, Director E. Ward Phone: 465-3090
Division: Public Health Date: 1-19-89

Approved by Commissioner: Myra M. Munson Myra M. Munson Date: 1/30/89
Agency: Department of Health & Social Services

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

BILL NO: Senate Bill 59 DATE: January 19, 1989

TITLE: "An act relating to mandatory use of safety devices in motor vehicles." CONTACT: Ellen Moore

DEPARTMENT OF PUBLIC SAFETY

The intent of this legislation is to reduce deaths and serious injuries to occupants of motor vehicles by promoting the greater use of safety belts by the motoring public.

Thirty-two states have enacted bills requiring the use of safety belts. Jurisdictions that have had the longest experience with their laws have found that the greater the level of increase in seatbelt use, the greater the reduction in fatalities and serious injuries.

Senate Bill 59 has the potential to save as many as 35 lives in Alaska each year. This figure assumes a 70% compliance rate and a 50% effectiveness rate. Because the bill allows only "secondary" enforcement, it may be difficult to achieve this level of use; however, surveys conducted since 1985 by Hellenthal and Associates indicate that approximately 80% of the Alaskans surveyed will wear safety belts simply because such a law exists.

We recommend passage of SB 59 as written.

Arthur English
Commissioner

STATE OF ALASKA
1988 LEGISLATIVE SESSION

BILL VERSION: SB 59
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: "An act relating to the mandatory use of safety devices in motor vehicles."
Sponsor: Sturgelewski
Requestor: Sturgelewski

Agency Affected: PUBLIC SAFETY
BRU: Highway Safety Planning Agency
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact is anticipated. Revenue generated will be negligible. Sec. 3 provides for judicial waiving of the $15.00 fine if a donation is made to the Emergency Medical Services entity serving the locale where the violation occurred.

Prepared by: Ellen Moore, Program Coordinator — Phone: 465-4375
Division: Highway Safety Planning Agency — Date: January 19, 1989
1/20/89

Approved by Commissioner: Arthur English — Date: 1-24-89
Agency: Department of Public Safety

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

STATE OF ALASKA 1989 LEGISLATIVE SESSION
FISCAL NOTE

REQUEST:

Bill Version: SB 59
Publish Date: 1/9/89

Revision Date:
Title: An act relating to mandatory use of safety devices in motor vehicles
Sponsor: Sturgulewski, Uehling, Duncan
Requestor:

Agency Affected: Alaska Court System
BRU: Trial Courts
Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
Personal Services	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Travel	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Contractual	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Supplies	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Equipment	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Land & Structures	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Grants & Claims	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0
CAPITAL	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
REVENUE	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
FUNDING: (Thousands of Dollars)						
General Funds	0.0	0.0	0.0	0.0	0.0	0.0
Federal Funds	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Other	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0
POSITIONS:						
Full-time	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Part-time	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
Temporary	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact.

Prepared by: Dan Strandberg, General Counsel — Phone: 264-8228
Division: Alaska Court System — Date: 01/24/89

Approved by: Arthur H. Snowden, IV, Administrative Director — Date: 01/24/89
Agency: Alaska Court System

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management & Budget
Impacted Agency(ies)
[illegible] Secretary

current statute

Collateral references. — 7A Am. Jur. 2d, Automobiles and Highway Traffic, §§ 185 to 203.
60 C.J.S. Motor Vehicles, § 26.

Sec. 28.05.090. Citation form. [Repealed, § 6 ch 178 SLA 1978.]

Sec. 28.05.091. Seizure of unsafe or defectively equipped vehicle. A motor vehicle which is driven on a highway or vehicular way or area, and which has been determined to be defective in equipment so as to be unsafe for driving, is an unlawful vehicle and may be impounded by a peace officer or an employee of the department officially designated for that purpose. The owner or person in lawful possession of the vehicle shall pay the necessary costs of impounding and storing the vehicle. The impounding of a vehicle is in addition to any other penalty. Nothing in this section prevents the driving or moving of a defective vehicle in the manner directed by the peace officer or employee to a place for

(1) the correction of a defect in the equipment;

(2) dismantling or wrecking; or

(3) storage without repair. (§ 6 ch 178 SLA 1978)

Sec. 28.05.095. Child safety devices. [Effective June 8, 1985.] (a) Except as provided in (b) of this section, a driver may not transport a child under the age of seven in a motor vehicle unless the driver has provided and properly secured each child as described in this subsection. If the child is less than four years of age, the child shall be properly secured in a child safety device meeting the standards of the United States Department of Transportation for a child safety device for infants. If the child is between four and six years of age, the child shall be properly secured in a child safety device approved for a child of that age and size by the United States Department of Transportation or in a seatbelt, whichever is appropriate for the particular child.

(b) Subsection (a) does not apply to

(1) a school bus or an emergency vehicle;

(2) a child or class of children exempted by regulation under AS 28.05.096;

(3) a child required to be restrained by seatbelts under (a) of this section if the motor vehicle is not equipped with seatbelts; or

(4) a motor vehicle exempt under AS 28.10.011(11).road not connected to state highway system, or ADTV less than 500

(c) A person may not remove a seatbelt from a vehicle solely to be exempted under (b)(3) of this section. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Sec. 28.05.096. Exemptions and alternative safety devices. [Effective June 8, 1985.] (a) The commissioner of public safety may

adopt regulations to exempt a child or a class of children from the requirements of AS 28.05.095 if the commissioner determines that the use of a child safety device is impractical because of physical or medical conditions of the child.

(b) The commissioner of public safety shall specify alternative means of protection for children exempted under this section. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Sec. 28.05.097. Child safety device loan program. [Effective June 8, 1985.] (a) There is established a child safety device loan program in the Department of Public Safety, highway safety planning agency.

(b) The director of the highway safety planning agency shall design the child safety device loan program to work in conjunction with private and federal programs operating in the state and shall

(1) provide to every hospital and birthing center in the state, subject to the availability of funds, child safety devices for infants and children to be loaned to the public at nominal fees;

(2) disseminate materials, printed advertisements, and radio and television messages to educate the public about the risks of injury to and death of unrestrained infants and children in motor vehicles and to explain to the public the provisions of AS 28.05.095.

(c) A peace officer who stops a driver for an alleged violation of AS 28.05.095 shall inform the driver about the loan program. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Sec. 28.05.098. Sale of child safety devices. [Effective June 8, 1985.] A person may not sell, offer for sale, or install in any motor vehicle a child safety device that does not conform to all applicable federal standards for the device on the date of the sale, offering, or installation. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Sec. 28.05.099. Penalty. [Effective June 8, 1985.] (a) A person convicted of a violation of AS 28.05.095(a) or (c) is guilty of an infraction and may be assessed demerit points as determined by regulations of the department, notwithstanding the provisions of AS 28.15.231(b).

(b) A person who violates AS 28.05.095(a) by failing to provide a child safety device or seatbelt may provide a peace officer, including a

village safety officer, proof of purchase or acquisition, and installation, of an approved child safety device or seatbelt. If the proof is provided within 30 days after the issuance of a citation for the infraction, the court shall dismiss the citation and no points shall be assessed under (a) of this section unless the person has

(1) been convicted previously for violating that section by failing to provide a child safety device or seatbelt;

(2) been cited for failure to provide a child safety device or seatbelt and has forfeited the bail required by the citation; or

(3) provided the proof required by this subsection on a prior occasion. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Article 3. Subpoenas, Notices and Hearings.

Collateral references. — Necessity and sufficiency of notice and hearing before revocation of driver's license, 10 ALR2d 833, 60 ALR3d 361, 60 ALR3d 427.

Sec. 28.05.111. Subpoenas; witnesses and documents. (a) The commissioner and officers and employees of the department designated by the commissioner may, for good cause, subpoena witnesses to give testimony under oath or to give written deposition upon a matter under the jurisdiction of the department with respect to this title, and regulations adopted under this title. A subpoena issued under this section may require the production of relevant books, papers, documents, records or other tangible things designated in the subpoena.

(b) A subpoena issued under this section shall be served at least five days before the return date, either by personal service made by a peace officer or another person who is not less than 18 years of age or by registered or certified mail. Return acknowledgment is required to prove service by mail. The fees for the attendance and travel of witnesses are the same as for witnesses appearing before the district court.

(c) A subpoena issued under this section may be enforced by the district court. (§ 6 ch 178 SLA 1978)

Sec. 28.05.121. Giving of notice. When the department is authorized or required to give notice under this title or regulations adopted under this title, unless a different method of giving notice is otherwise expressly provided, notice shall be given by a qualified person, either by personal delivery to the person to be notified or by registered or

RESOLUTIONS & LETTERS OF SUPPORT FOR A SAFETY BELT USE LAW (CSHB 167/jud.am)
As of December 20, 1988

AAA Alaska
Alaska Academy of Physicians Assistants
Alaska Avis Rent-A-Car
Alaska Branch/3 M
Alaska Chiefs of Police Association
Alaska Dental Society
Alaska Health Education Consortium
Alaska Nurses Association
Alaska Peace Officers Association
Alaska Review Board on Alcoholism
Alaska Medical Association
Alaska Medical Association Auxiliary
Alaska Treatment Center
Alpine Associates
American Society of Safety Engineers/AK Chapter
Anchorage Obstetrics & Gynecology
Anchorage Sand & Gravel
Anchorage Gymnastics
Arco Alaska
B & C Supply
Blue Cross of Washington and Alaska
Chevron USA
Chuck E. Cheese, Inc.
Consolidated Freightways
Denali Transportatoin dba Pacific Movers
Director's Federal Safety & Health Council/Southcentral Alaska
Eastwind, Inc.
FBI National Academy Associates
Firestone Stores
Goodyear Tire & Rubber, Co.
Harold's Rent-A-Truck
Health Association of Alaska
Highway Users Federation of Alaska
Humana Hospital/Executive Committee
Jackovich Industrial & Construction Supply
Joy E. Rosston-Zimmerman, R.N.C., A.N.P. (Humana Medical Plaza)
Juneau Retired Teachers Association
Junior Towne
Mammoth of Alaska
Mark J. Zimmerman, M.D., F.A.C.O.G. (Humana Medical Plaza)
Morrison-Knudsen, Co.
Mothers Against Drunk Driving/Juneau & Anchorage Chapters
North Star Council on Aging
Peratovich, Nottingham & Drage, Inc.
Pioneer Honda
Pool Arctic, Inc.
Sea-Land Service, Inc.
Sourdough Adventures
State Advisory Council on Emergency Medical Services
Wilsyk Alaska, Inc.

Editorial Support:

Anchorage Daily News; Anchorage Times; Juneau Empire, The Frontiersman and Valley Sun

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Founded in 1946 by Norman C. Brown

A way to prevent needless deaths

This year, the legislature has a chance to help fight one of the most serious health problems in the state — and it can do so with very little money or effort.

The health problem is accidental injuries. They are the second leading cause of death for all Alaskans — and the leading cause among young Alaskans. Too many of these deaths come in motor vehicle accidents — some 231 over the past three years.

AGENDA 89

There's a simple way to cut this carnage on the state's highways: Require people to wear seat belts. Of those 231 victims, 201 were not belted in.

A bill to mandate seat belt use passed the state House last year but never made it to the Senate floor for a vote. This year, with new legislative leadership, prospects for a seat belt law look much better.

In the past, some people have resisted a seat belt law because they see it as an infringement on their personal freedom. Why they object is a mystery. The resulting "intrusion" into people's lives is on a par with a parking ticket — and has considerably more justification. When a parked car overstays its welcome, there's just one less parking space available. When car passengers fail to buckle up, they invite serious injury and death, and increase the costs we all pay for emergency services, insurance and health care.

Alaska's proposed seat belt law offers us all a gentle reminder to do what's good for everyone. The violation would be a secondary offense, meaning that drivers cannot be cited unless they are stopped for some other violation. The fine would be a mere $15. If violators don't want to send their checks to the government, they can donate the $15 to emergency medical services.

Seat belts save lives — but only if people wear them. A mandatory seat belt law is a reasonable way to get more people to buckle up.

ANCHORAGE TIMES

1-25-89

A matter of safety

THERE IS truly only one basic question to be answered when it comes to trying to decide whether Alaska should adopt a law which requires motorists to buckle up their seat belts when they get behind the wheel.

Do seat belts save lives?

And the overwhelming evidence — from all kinds of national statistics down to the doctors in the emergency rooms of Anchorage hospitals — is that they do.

It also is evident that without a law some people will not buckle up. So the law is necessary.

It is necessary in the same way that everyone who boards an airplane is required to fasten his or her seat belt.

And it is no more onerous a requirement than making it a law that motorists must halt at stop signs and red lights, yield to emergency vehicles or obey speed limits.

THIS ISN'T a debate over the infringement of personal liberties, as some opponents attempt to make it.

If you think your freedom would be abridged by a mandatory seat belt law, you no doubt are in a simmering fit right now because the state requires you to have a driver's license before you can legally operate a motor vehicle.

What's the difference?

Both items, as a matter of fact, are life-saving ingredients to making our streets and highways safer. You don't want to be on the same road with drivers who are not licensed. That's a law that looks after your own safety. So, too, would one requiring you to do what you may now forget to do when you slip behind the wheel — and that's to snap the seat belt in place.

Opponents argue that the lobbying for enactment of the seat belt law is nothing more than a deceitful ploy by the auto industry to try to avoid eventually providing air bags in all vehicles.

But so what if auto makers support the use of seat belts? So do a lot of other people, including the insurance industry, various medical societies and individual doctors, and every other motorist whose life has been saved because a seat belt was secure at the time of an accident.

Sen. Arliss Sturgulewski, the Anchorage Republican who is a prime sponsor of the seat belt law in this session of the legislature, is correct.

It's simply a matter of safety, pure and simple. Forget all the extraneous arguments. Stick to the basic reason why.

JUST THE other day, new statistics proved the point.

A study of all traffic accidents in North Carolina from 1983 to 1987 showed a dramatic drop in the number of deaths and serious injuries after a mandatory seat belt law was enacted. This report estimated that North Carolina may have 1,100 fewer severe and fatal highway injuries every year as a result of mandatory seat belt use.

A second study of 1,384 accident victims taken to trauma units of four Chicago-area hospitals showed that hospital admissions decreased by nearly 65 percent and related costs dropped 66 percent for those who were wearing seat belts. This study said the average cost of treating accident victims who were wearing seat belts was $534, compared to $1,583 for victims who didn't wear belts.

The Journal of the American Medical Association, reporting on the new studies, said this: "Safety belts turn out to be an economical way of trying to reduce that health-care dollar."

Thirty-one states and the District of Columbia have seat belt laws.

Alaska should become the 32nd state to get on this safety bandwagon.

Tuesday, January 17, 1989

Make it mandatory

The Legislature could do a simple thing that would save lives, reduce injuries and save money. It could pass a law making the use of safety belts in vehicles mandatory.

Many people don't like the idea of mandatory safety belt laws. The use of safety belts should be a personal choice, they say. The government has no business dictating personal choices.

It's a compelling argument, but not so compelling as the harm that is done by not wearing safety belts. According to a 1987 study, mandatory use of safety belts in Alaska would save 35 lives a year, reduce injuries to more than 600 persons, save $5 million worth of lost labor and decrease other economic losses associated with highway death and injury by $13 million. Not just the victims, but everyone pays the cost of not wearing safety belts in terms of increased taxes, insurance premiums and health care costs.

Thirty-one states and the District of Columbia have passed mandatory safety belt laws. In every state, use of safety belts has increased substantially.

Educational programs promoting safety belt use fail to provide the incentive to buckle up that a law requiring it does. We reluctantly move from a position of advocating voluntary compliances to urging the Legislature to make safety belts mandatory. They should, however, avoid some of the problems that Washington state encountered when they initially failed to provide for exemptions for certain types of delivery vehicles.

FAIRBANKS
Daily News-Miner

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5-4-88

Seatbelt bill should be passed

Lodged within the bowels of the Alaska Legislature is a bill that, plain and simple, would save lives. It is the seatbelt bill.

Opponents say any law requiring Alaskans to buckle their seatbelt is an infringement on their "civil liberties." They say that if they want to increase the likelihood of being injured or killed in an automobile accident by 15 to 25 percent, then that's their business.

Wrong. In fact, all of us pay the price of those individuals who cherish their "civil liberties" more than their lives. According to U.S. Secretary of Transportation Jim Burnley, seatbelt laws save more than the human suffering a serious traffic accident leaves in its wake.

ISSUE: Should Alaska have a seatbelt use law?

"Belt laws are helping to reduce the staggering societal costs of motor vehicle crashes, currently estimated to be $74 billion a year," he wrote in USA Today. That includes medical, municipal and state services, increased insurance expenses and other public expenditures.

The cost of not having a seatbelt law can be estimated in blood, too. If all 50 states had seatbelt laws, Secretary Burnley estimates 3,100 lives would have been saved last year alone. That is more than the population of Wrangell killed because of the lack of seatbelt laws.

What is this "threat" to our "civil liberties" that the Alaska Senate is protecting us from? The bill now bottled up in the Senate State Affairs Committee would make driving without wearing a seatbelt an secondary offense. That means you could not be stopped by a police officer solely for not wearing a seatbelt. But if you were stopped for another traffic offense and didn't have your seatbelt fastened, you would have to pay a $15 fine or donate that amount to emergency medical services.

Pardon us, but that is hardly an infringement on anyone's civil liberties. All it would do is heighten public awareness of the need to wear seatbelts.

Thirty-two states and Washington, D.C., have seatbelt laws. Obviously, those lawmakers know that any law that saves so many lives makes good sense.

Hopefully, Alaska's lawmakers would agree – if they ever got a chance to vote on the bill.

What happens if Alaska's legislators don't pass a seatbelt law this year? More people will die, more people will be injured, and the next legislature will have to do what this one refused to.

Pass a seatbelt law.

Please.

USA TODAY
Life
FRIDAY, DECEMBER 23, 1988

The big benefits of buckling up

By Dan Sperling
USA TODAY

Wearing seat belts reduces car-crash victims' injuries by 60 percent and cuts their hospital costs by more than $1,000, a new study suggests.

Dr. Elizabeth Mueller Orsay, assistant professor of emergency medicine at the University of Illinois School of Medicine in Chicago, and colleagues studied 1,364 emergency-room patients who had been in auto accidents.

Fifty-eight percent wore a safety belt when the accident occurred; 42 percent didn't.

Seat-belt wearers had a 60 percent reduction in injury severity, a 65 percent decrease in hospital admissions and a 66 percent reduction in hospital costs compared with those who wore no seat belt.

How seat-belt wearers fared compared with those who didn't:

▶ Seven percent of the seat-belt wearers had to remain in the hospital overnight, compared with 19 percent of the other patients.

▶ The average hospital charge for seat-belt wearers was $534, compared with $1,583 for those not wearing a seat belt.

"This study very strongly shows the benefits of buckling up, both for the individual and for society as a whole," says Orsay, whose study is reported in today's *Journal of the American Medical Association*.

Car accidents are the USA's leading cause of death among people age 5 to 34, and cost the country an estimated $57 billion a year, says Orsay.

About 3.2 million people are injured each year in car accidents. Though the government estimates that if everyone used seat belts, traffic fatalities would be cut in half and injuries reduced by 65 percent, only 31 states and the District of Columbia have laws requiring their use.

Another report, in the same issue, estimates that North Carolina's mandatory seat-belt law, enacted last year, has resulted in 1,100 fewer severe and fatal highway injuries annually.

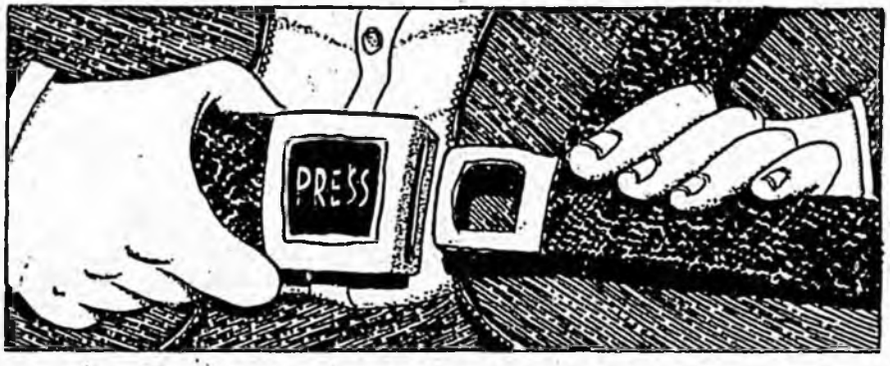
FORUM

Alaskans can live with proposed safety belt law

By FRANK BICKFORD

One thing alone can save 35 Alaskan lives a year, reduce the hardship and costs of over 600 injuries, save $5 million worth of lost labor, and decrease economic losses associated with highway death and injury alone by

COMPASS
POINTS OF VIEW FROM OUR COMMUNITY



as much as $13 million, according to estimates from The Alaska Highway Users Study. That one thing is wearing the safety belts already in our cars.

These facts are just four of the reasons Alaska needs a law requiring safety belt use. Although a major purpose of the Alaska Safety Belt Use Law would be to promote the safety of drivers and passengers using their safety belts, such a law would also promote the safety of other street and highway travelers, and promote the public welfare by reducing public expenditures.

In other words, if Alaska requires safety belts to be worn — everyone can benefit!

Belt-use laws that have been passed in 31 states and D.C. motivate people to buckle up. Those states found that voluntary use was low. Legislating the use of safety belts saved significant numbers of lives and reduced costs.

Educational campaigns promoting safety belt use have been launched here and across the country. Use of safety belts increases temporarily during the campaign and then returns to a low percentage. The amount of money spent is great and the residual impact slight.

Safety belt use laws and an aggressive educational campaign must be combined to achieve maximum use. In the absence of a law even with an educational campaign, less than 32 percent of the population will buckle up. However, a Hellenthal statewide poll last year showed that 81 percent of Alaskans would wear safety belts if required by law.

A safety belt use law is the incentive to establish the safety habit in those who otherwise wouldn't buckle up.

If a person is killed or injured, it affects more people than the victim. Persons are not allowed a "freedom to choose" to pay the health care costs of those who "choose" not to wear their safety belts.

The cost of needless fatalities and serious injuries are paid by all persons — not simply the victim. Taxes, insurance premiums and health care costs increase for us all. Unbelted occupants cause injuries to other occupants by becoming "unguided missiles." Thus, the "freedom to choose' to wear the belt does affect others directly.

The costs to society for medical care, rehabilitation, unemployment and welfare services supercede the "right" of people to seriously or fatally injure themselves or others by not buckling up. As a citizen and taxpayer, your rights are infringed upon by those who aren't responsible enough to buckle-up voluntarily; they leave you to pick up the tab for increased costs.

Other similar traffic-safety laws protect motorists and others, such as speed limits, drinking and driving and driver licensing. Safety belt use laws are consistent with these and other laws.

Ninety percent of those persons killed in motor vehicle accidents in Alaska during 1985, 1986, and 1987 were not wearing safety belts.

The proposed safety belt use law Alaska is a secondary offense-requiring t a motorist be stopped for another offe before a $15 ticket (which may be donate emergency. medical services) can be iss for not using safety belts.

Secondary enforcement will not imp additional burdens on law enforcement flcers responsible for citing motorists un this act. Safety belts reduce traffic fat ties, which are eight times as expensive investigate as non-injury accidents. In f officers would have more time to conc trate on other traffic enforcement progra

In the past three years Hellenthal Associates has conducted extensive st wide and local polls that show more than percent of Alaskans supporting a safety b use law.

In the past three years more than 8. Alaskans have signed letters of support the proposed safety belt use law and over businesses have passed supportive reso tions.

The Alaska State House in 1987 pas the safety belt use law with bipartis support. The Senate in 1988 failed to act the legislation but 1989 looks more fav able for passage. Supporters of the i include Speaker of the House, Sam Cott Senate President Tim Kelly, and the Gov nor Steve Cowper.

The statistics, the public support, editorial support of many newspapers a legislative support show that the propo safety belt use law is one that Alaska c live with.

□ Frank Bickford is executive director of t Alaska Safety Belt Use Coalition.

SB 59

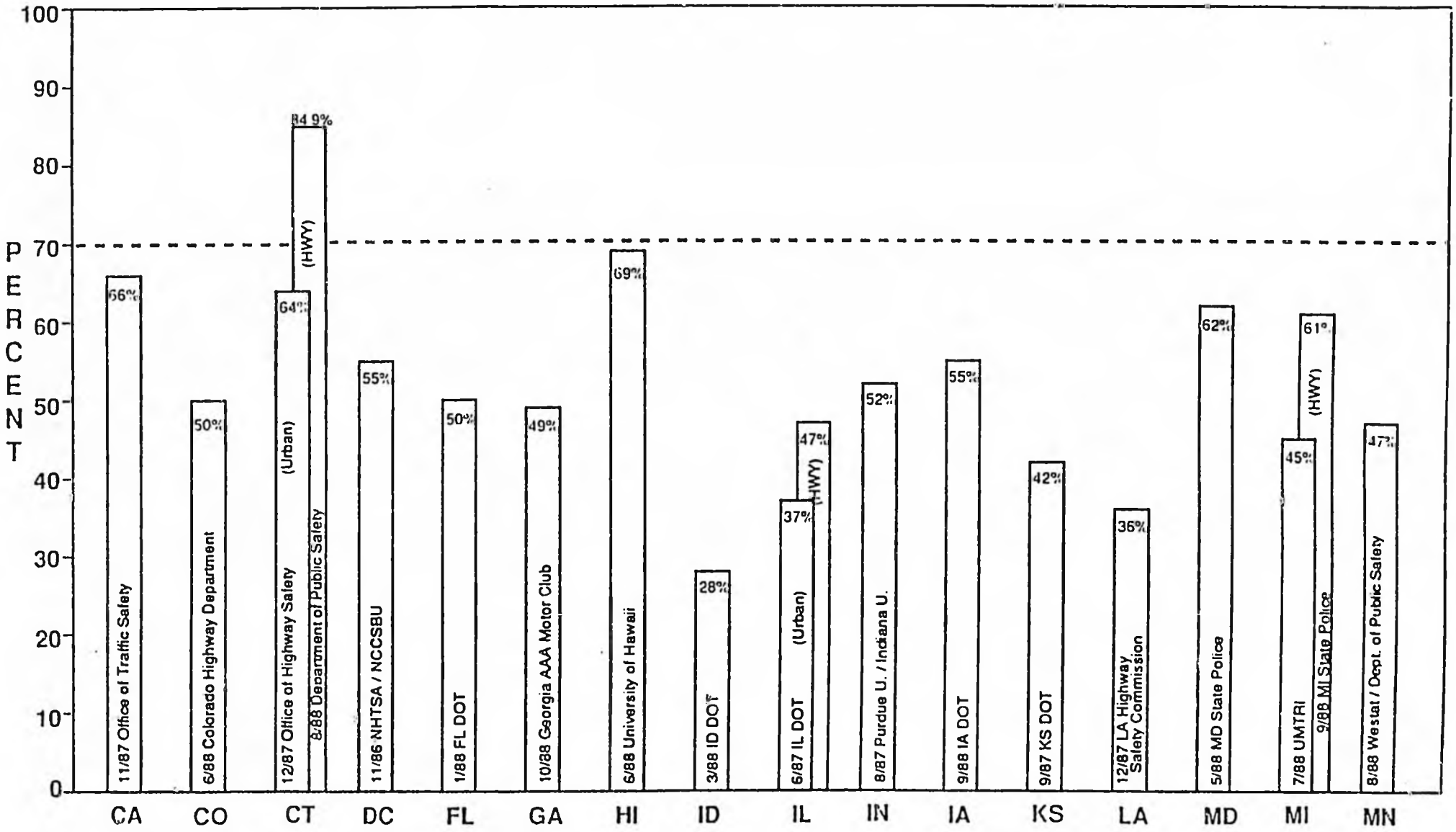
COUNTRIES WITH SAFETY BELT USE LAWS

Country	Effective Date
Australia	1/72
Austria	7/76
Belgium	6/75
Brazil	6/72
Bulgaria	1976
Canadian Provinces	
Alberta	7/87
British Columbia	10/77
Manitoba	1/84
Newfoundland	8/82
New Brunswick	11/83
Nova Scotia	1/85
Ontario	1/76
Quebec	8/76
Saskatchewan	7/77
Czechoslovakia	1/69
Denmark	1/76
East Germany	1/80
Finland	7/75
France	10/79
Greece	12/79
Hong Kong	10/83
Hungary	7/77
Iceland	10/81
Ireland	2/79
Israel	7/75
Ivory Coast	1970
Japan	12/71
Jordan	12/83
Luxembourg	6/75
Malaysia	4/79
Netherlands	6/75
New Zealand	6/72
Norway	9/75
Poland	1/84
Portugal	1/78
Singapore	7/81
South Africa	12/77
Spain	10/74
Sweden	1/75
Switzerland	1/76
Turkey	10/84

Country	Effective Date
United States and Territories	
California	1/86
Colorado	7/1/87
Connecticut	1/1/86
Dist. of Columbia	12/12/85
Florida	7/1/86
Hawaii	12/16/85
Georgia	9/1/88
Idaho	7/1/86
Illinois	7/1/85
Indiana	7/1/87
Iowa	7/1/86
Kansas	7/1/86
Louisiana	7/1/86
Maryland	7/1/86
Michigan	7/1/85
Minnesota	8/1/86
Missouri	9/28/85
Montana	10/1/87
Nevada	7/1/87
New Jersey	3/1/85
New Mexico	1/1/86
New York	12/1/84
North Carolina	10/1/85
Ohio	5/6/86
Oklahoma	2/1/87
Pennsylvania	11/23/87
Puerto Rico	1/1/74
Tennessee	4/21/86
Texas	9/1/85
Utah	4/29/86
Virginia	1/1/88
Washington	6/11/86
Wisconsin	12/1/87
United Kingdom	1/83
USSR	1/76
West Germany	1/76
Yugoslavia	1/85
Zimbabwe	7/80

SOURCE: University of Michigan Transportation Research Institute.

COMPLIANCE RATES IN POST-LAW STATES



December 1988

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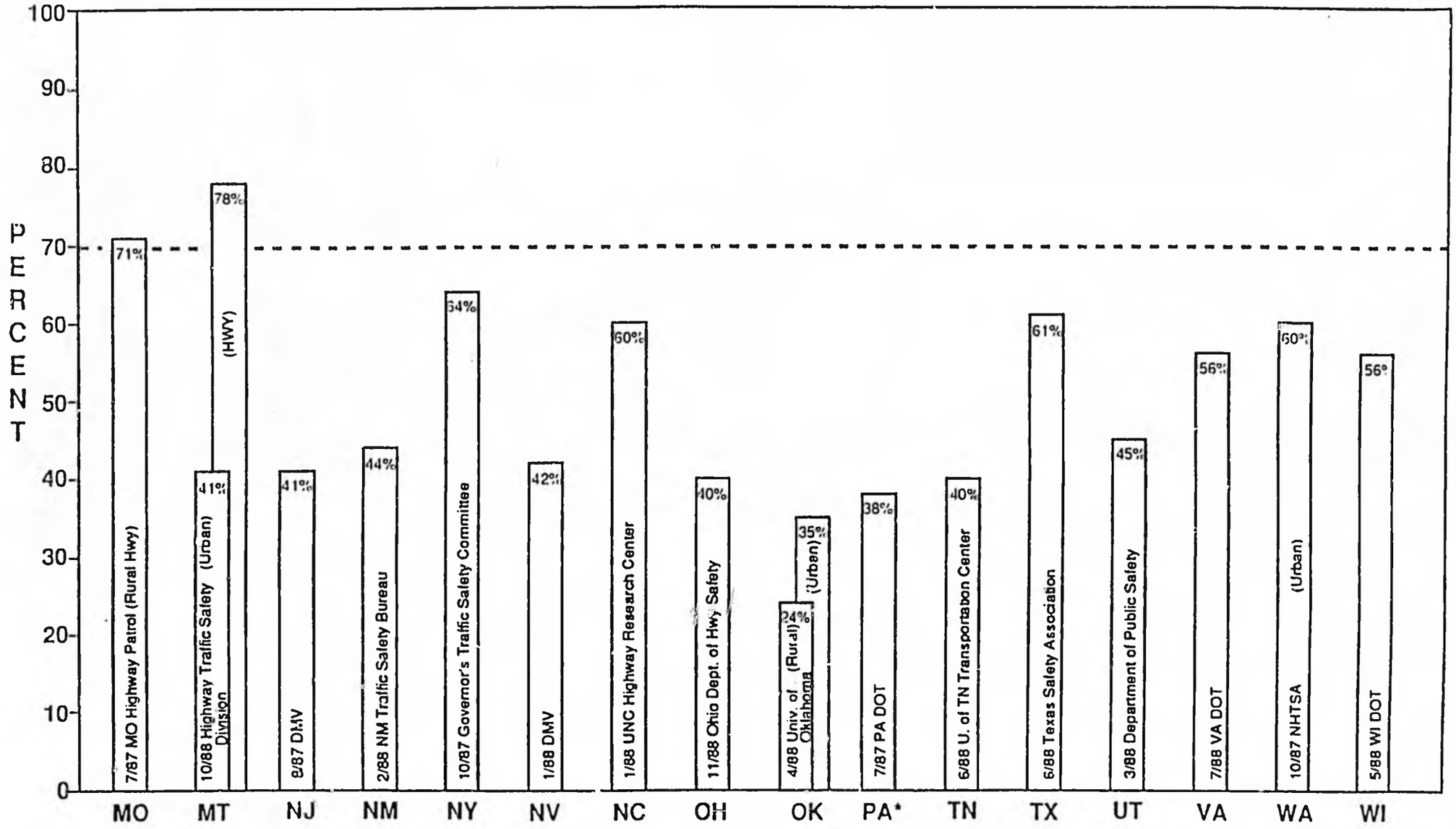
COMPLIANCE RATES IN POST-LAW STATES

Page 2



* Use rates prior to law taking effect

Facts and Attribution

- Safety-belt use has saved **10,938 lives** since 1983. Of those, state safety-belt-use laws were credited with saving **6,906 lives.** National Highway Traffic Safety Administration (NHTSA), 1988

- The probability of being involved in a motor-vehicle injury accident during a 75-year lifetime is better than **86 percent.** NHTSA, 1987

- There were **41,435** fatal accidents resulting in **46,386** fatalities in 1987. (Includes drivers or passengers in all types of motor vehicles, pedestrians and bicyclists.) NHTSA, 1988

- There were **25,144** passenger-car fatalities and **8,042** light-truck fatalities in 1987. NHTSA, 1988

- Approximately **3,896,000** people were injured in traffic crashes in 1986. (2,835,000 in passenger car accidents alone.) NHTSA, 1988

- The severity of approximately **100,000 injuries** is reduced each year as a result of states having passed safety-belt-use laws. University of North Carolina Highway Safety Research Center, 1987

- In 1986, an average of **one person** was killed in traffic accidents **every 11 minutes.** NHTSA, 1988

- Unrestrained passenger car occupants are **twice** as likely to receive moderate to critical injuries in the event of a crash as restrained occupants. NHTSA, 1987

- On a national basis, each 10 percent increase in safety-belt use results in **30,000 less** serious and moderate injuries and a savings of approximately **$800 million** in direct costs to society. David A. Sleet, San Diego St. University, 1986

- Traffic crashes rank as the **No. 1 killer** of Americans ages 1-40. NHTSA, 1988

- In terms of years of life lost to Americans (based on life expectancy data), injuries as a result of motor vehicle accidents exceed cancer by 1.1 million years and top heart disease and strokes by 900,000 years. Institute of Medicine, National Research Council and the National Academy of Sciences, 1985

- Of motor vehicle-related deaths, **82 percent** occur during normal weather conditions. NHTSA, 1988

- **Less than one half of 1 percent** of all injury-producing, passenger-car collisions involve fire or submersion. NHTSA, 1988

- Safety belts reduce the likelihood of fatal or serious injuries by **40 to 55 percent.** NHTSA 1988

- Automobile accidents cost employers an average of **$120,000 per death** and **$1.9 billion annually.** National Highway Users Federation and the American Safety Federation (HUF), 1985

- The cost of all traffic deaths and injuries in the United States during 1986 was about **$74.2 billion,** including:

  - **$27.4 billion** in property damage
  - **$16.4 billion** in lost productivity
  - **$ 4.1 billion** in medical costs
  - **$26.3 billion** in other costs (such as insurance administration, legal and court costs and emergency services.) NHTSA, 1988

- People thrown from their cars are **25 times** more likely to be killed than if they stayed in their vehicle. About **three out of four** people involved in a fatal crash who were thrown from their vehicles in 1984 were killed. NHTSA, 1986

- Of the total passenger-car fatalities, **92 percent** occur in the front seat. NHTSA, 1988

- **Three out of every four** traffic accidents happen within 25 miles of the home. National Safety Council, 1986

- The overall fatality risk of back-seat passengers is reduced by **24** to **40** percent through lap-belt use. NHTSA, June 1988

- Safety-belt-use legislation has been passed in **31 states** and the District of Columbia, covering **nearly 207,000,000 persons.** Traffic Safety Now, Inc., 1988

- It is estimated if **70 percent** of passenger car occupants regularly wore their safety belts in 1985, **7,400 lives** would have been saved and **135,000 moderate to severe injuries** would have been avoided. NHTSA, 1986

- NHTSA estimates lap belts in the rear seat could have saved an estimated 660 lives and prevented 10,200 serious injuries in 1987 if use were 100 percent. NHTSA, 1988

- Safety-belt use among drivers has risen from 14 percent in 1984 to more than **43 percent** in 1988. Among states with safety-belt-use laws, **51 percent** of motorists observed in 1987 wore their safety belts compared to only 27 percent in states without laws. NHTSA, 1988

December 1988

Editorial

The Case for Safety Belt Use

Safety belts have been required equipment for automobiles in the United States for 20 years. But it has been only recently that Americans have made extensive use of these effective devices. As recently as 1982, only 11% of American motorists were "buckling up." Today, 31 states and the District of Columbia have safety belt use laws on the books, and overall belt use is estimated to be at an all-time high of 46%.

See also pp 3593 and 3598.

The primary reason for this turnabout has been a refocusing of highway safety efforts, to concentrate more on drivers themselves rather than just on regulating manufacturers. Former Secretary of Transportation Elizabeth Dole settled a 15-year-long battle over air bags in 1984. Her solution: if states representing more than two thirds of the population enacted safety belt laws, manufacturers would not be required to install air bags or automatic safety belts. The auto industry has since lobbied intensively for safety belt laws in the state legislatures. The Department of Transportation and other groups, such as Traffic Safety Now and the American Coalition for Traffic Safety, have also waged a large-scale public information campaign promoting safety belt use.

The results are clear. Increased safety belt use has saved an estimated 11 000 lives since 1984, and tens of thousands of serious injuries have been prevented. The National Highway Traffic Safety Administration estimates that front-seat lap-shoulder belts are highly effective in protecting occupants in a crash, reducing the risk of death by 40% to 50% and the risk of moderate to serious injury by 45% to 55%.[1] These estimates were based on extensive data on crash and injury experience over the past decade.

Physicians and other professionals in the medical and public health fields can also play a key role in increasing safety belt usage. According to national health statistics, not only are motor vehicle crashes the leading cause of death among 5- to 34-year-olds, they account for the greatest number of productive years of life lost and are the most costly source of disability in the United States. Yet, a survey[2] of 209 Texas family physicians revealed that only 5% said they routinely ask their patients about safety belts. Fifty-eight percent neither advise nor discuss the risk, even when they are aware of nonuse. These physicians ranked nonuse of safety belts as less of a risk factor than smoking, obesity, excessive use of alcohol, high blood pressure, stress, lack of exercise, and a high-fat diet.

However, the American Academy of Family Physicians plans to introduce a continuing medical education course for physicians next year on how motor vehicle trauma can be reduced through patient education on the importance of using safety belts, child safety seats, and the extra protection provided by air bags. There is no doubt that increased safety belt education, especially among school-age children, will prove beneficial. Recent observations of 242 school-age children at a pediatric clinic dramatically demonstrated the influence of a physician's message to his or her young patients and parents on the importance of using safety belts.[3] It was found that 38% of the young patients who received counseling were then observed wearing their belts, compared with 5% of those who did not receive counseling.

Much more remains to be done to increase safety belt use across the country. Currently, surveys indicate that belt use in states with belt laws averages about 50%, but also varies widely from state to state, from 68% in Hawaii to only 27% in Tennessee.[4] The most dramatic, sustained increases in safety belt use appear to have been in those communities where there is a combination of intensive law enforcement and public information and education. Not surprisingly, belt use is generally lower in states without belt laws, but those states also show substantial variance. And we know that many countries have attained very high safety belt use rates—such as 80% in Australia and parts of Canada and 95% in Great Britain and West Germany. We are therefore convinced that there are great opportunities for further increases in belt use all across America.

Our goal at the Department of Transportation and the goal of a wide spectrum of safety groups across America is to attain a national safety belt usage rate of 70% by 1990.

There has never been any question that safety belts and child safety seats are extremely effective in saving lives and reducing injuries. The problem has been convincing motorists to use them every time they get into their cars and trucks. When the National Transportation Safety Board reported in a 1986 study[5] that use of rear-seat lap belts could cause injury in some crashes, some people mistakenly assumed that they were safer not wearing a belt at all. Nothing could be further from the truth. Our crash data conclusively show that lap-only safety belts are quite effective in reducing the risk of death and injury to occupants compared with wearing no belt at all. Furthermore, car manufacturers are now voluntarily taking the initiative to improve protection for rear-seat occupants even further by installing lap-shoulder belts as standard equipment in virtually all new cars by 1990.

The outlook on safety belt use is encouraging. More and more Americans are buckling up for safety, and each year more lives are being saved on our highways. But more than half of America's motorists are still unprotected. There is still much work for all of us—in government, in the private sector, and for health professionals—in spreading the important life-saving message of safety belt use.

As administrator of the National Highway Traffic Safety Administration, I urge physicians and major health care providers, as part of their daily routine, to advise patients about the importance of safety belts and the use of child safety seats to prevent injuries from motor vehicle crashes.

Diane Steed
National Highway Traffic Safety Administration
Washington, DC

1. *Final Regulatory Impact Assessment on Amendments to Federal Motor Vehicle Safety Standard 208, Front Seat Occupant Protection*, publication DOT HS 806 572. US Dept of Transportation, 1984, p IV-2.
2. Mullen PD, Biddle AK, Gottlieb NH, et al: Predictors of safety belt initiative by primary care physicians. *Med Care* 1988;26:376.
3. Macknin ML, Gustafson C, Gassman J, et al: Office education by pediatricians to increase safety belt use. *AJDC* 1987;141:1305-1307.
4. *Observed Safety Belt Use Statistics by State*. National Highway Traffic Safety Administration, 1988, pp 1-3.
5. *Effectiveness of Safety Belt Use Laws: A Multinational Examination*, publication DOT HS 807 018. US Dept of Transportation, 1986, pp 20-24.

Efficacy of Mandatory Seat-Belt Use Legislation

The North Carolina Experience From 1983 Through 1987

Terence L. Chorba, MD, MPH; Donald Reinfurt, PhD; Barbara S. Hulka, MD, MPH

The North Carolina General Assembly approved a law effective in October 1985 that mandated seat-belt use by front-seat occupants of passenger vehicles. In January 1987, a $25 fine for infractions of this law went into effect. This study examined numbers of car occupants with severe and fatal injuries in crashes in North Carolina, controlling for the amount of vehicle damage as a measure of crash severity. After the law, significant decreasing trends were seen in the percentages of front-seat occupants who had severe or fatal injuries in crashes, although the involvement of alcohol in crashes was still associated with an increased risk of such injury. Projections indicate that a reduction of approximately 1100 severe or fatal injuries per year can be attributed to the seat-belt law in North Carolina. This study supports the hypothesis that the societal burden of crash-associated injury can be reduced by mandating seat-belt use.

(*JAMA* 1988;260:3593-3597)

AN ACT to Make the Use of Seat Belts in Motor Vehicles Mandatory, North Carolina Senate bill 39, went into effect on Oct 1, 1985. The act mandated seat-belt use by front-seat occupants of passenger cars, allowed for a 15-month period during which warning tickets would be issued for violations, and provided for a $25 fine for infractions that occurred after Jan 1, 1987. The act permitted vehicles to be stopped for a seat-belt law violation alone (primary enforcement) rather than requiring that a vehicle must first be stopped for some other traffic violation (secondary enforcement).

See also pp 3598 and 3651.

Because it is important for legislators and voters to know whether a law mandating seat-belt use and imposing a fine can achieve its legislative intent, in this study we attempted to determine if there were reductions in severe and fatal injury that resulted from mandating seat-belt use by front-seat occupants in North Carolina. If so, it would be expected that there would be reductions in morbidity and mortality among targeted front-seat passenger car occupants, and that such reductions would be in excess of those among occupants not covered by the law. This report presents analyses of numbers of persons with severe and fatal injuries by occupant position in car crashes, controlling for the amount of vehicle damage as a measure of crash severity.

From the Division of Field Services, Epidemiology Program Office, Centers for Disease Control, Atlanta (Dr Chorba); and the Highway Safety Research Center (Dr Reinfurt) and the Departments of Biostatistics (Dr Reinfurt) and Epidemiology (Dr Hulka), School of Public Health, University of North Carolina, Chapel Hill.

Reprint requests to Epidemiology Program Office, Mailstop C08, Bldg 1, Room 5127, Centers for Disease Control, Atlanta, GA 30333 (Dr Chorba).

EXPERIMENTAL DESIGN AND METHODS

Subjects and Definitions

The study subjects were the drivers and other motor vehicle occupants in North Carolina crashes from January 1983 through September 1987.

The two classes of vehicles principally covered by North Carolina Senate bill 39 are passenger cars and station wagons. *Targeted* vehicles were defined as passenger cars and station wagons, and *nontargeted* vehicles as all other motor vehicles. *Targeted* occupants were persons to whom the act pertained (in targeted vehicles), viz, drivers and front-seat occupants 6 years of age or older. Car occupants 5 years of age or younger were covered by the North Carolina child-restraint law, not by Senate bill 39, and, hence, they were not a targeted group. *Nontargeted* occupants were persons to whom the act did not pertain; eg, rear-seat occupants of passenger cars, all occupants 5 years of age or younger, and occupants of motor vehicles other than passenger cars or station wagons.

Study Design and Statistical Methodology

The study design was a separate-sample pretest-posttest design[1] that examined crash data over three periods:

(1) before the belt law was in effect; (2) after the law was in effect but before implementation of a $25 fine for violations, ie, during the warning period; and (3) after implementation of the $25 fine. Included were analyses of belt use during the three periods and analyses of morbidity and mortality data from crashes by period and by quarter-year, stratified for various factors, including use and nonuse of seat belts, degree of vehicle damage, and alcohol involvement. Because data for only the first nine months of 1987 were available at the time of this study and because of the possibility that seasonality affected the data, data were also compared for the first nine months of 1983 through 1987.

Pearson χ^2 analysis[5] was used to examine aggregated vehicle damage data with respect to severe and fatal injuries. For drivers and passengers in the right front seat, 2×2 tables were constructed to compare the numbers of occupants with or without severe or fatal injuries in crashes by aggregated levels of vehicle damage (levels 1 and 2, mild crash; levels 3 and 4, moderate crash; and levels 5 through 7, severe crash). For each aggregated level of vehicle damage, occupants before the seat-belt law were compared with occupants during the warning period and after the $25 fine.

For targeted and nontargeted vehicle occupants, the relation of severe and fatal injuries to year or to quarter-year was evaluated using the test for linear trends in proportions.[5] To examine vehicle damage and driver injury data with respect to driver alcohol involvement, we used ridit analysis.[4,5] To evaluate the statistical significance of ridit scores across several intervals, we used Mantel-Haenszel χ^2 analysis.[6]

The significance level for all statistical analyses was $P<.05$.

Data Sources, Collection Procedures, and Analysis

The University of North Carolina Highway Safety Research Center (HSRC) crash data tapes were created from tapes of the North Carolina Division of Motor Vehicles and were produced in Raleigh, NC. We used HSRC tapes that included all reportable motor vehicle crashes that occurred in North Carolina from January 1983 through September 1987, and from these we created a 10% systematic sample, choosing every tenth report in chronologic order. Crashes were defined as any collision involving a motor vehicle(s) resulting in injury to or death of any person or in total apparent property damage equivalent to or in excess of $500. Crash report forms were filled out by an investigating officer (highway patrolman, municipal police officer, etc), not by persons involved in the crash. All reporting agencies used the same standard report form. For this study, data from these tapes were used for assessments of injury, vehicle damage, and alcohol involvement. These assessments were performed as follows.

Injury Assessment.—The severity of personal injury and vehicular damage was scored by the investigating officer at the scene of the crash. Personal injury categories included the following: (1) fatality, (2) severe (incapacitating—obviously serious enough to prevent carrying on normal activities for at least 24 hours, eg, massive loss of blood or broken bone), (3) moderate (not incapacitating—injury other than severe injury or fatality evident at the scene), (4) mild (no visible sign of injury but complaint of pain or momentary unconsciousness), and (5) no injury. The validity of these assessments has been measured[7]; an overall rate of 74.7% agreement was found when injury judgments (severe or fatal vs not severe) of police were compared with those of emergency medical service personnel.

Vehicle Damage Assessment.—Damage sustained by motor vehicles was assessed in terms of a seven-point damage severity rating scale from least severe (level 1) to most severe (level 7) that has been standardized using photographs of damaged automobiles. These photographs were published in a small booklet[8] and were provided to all reporting agencies for dissemination to all investigating officers in North Carolina.

Alcohol Involvement Assessment.—Analyses of alcohol involvement were based only on cases for which the investigating officer made a definite judgment of drinking or not drinking; ie, drivers classified as "unknown" or "not stated" were omitted. Drivers with involvement of alcohol included those classified as either "drinking—impaired" or "drinking—impairment unknown." The accuracy of such judgments of driver alcohol involvement in these reports has been measured by Waller et al[7]; 79.1% of arrested drivers classified by the investigating officer as drinking had measured blood alcohol concentrations (BACs) of 0.10% or higher, 90.5% had BACs of 0.05% or higher, and only 2.05% had BACs of 0.00%.

Data from the HSRC tapes were also used to quantify reported restraint use or nonuse.

For different periods, the numbers of severely or fatally injured occupants were compared with the total numbers of occupants involved in crashes for all occupants of motor vehicles, front-seat and rear-seat occupants, targeted occupants, and nontargeted occupants of targeted and nontargeted motor vehicles. For drivers and occupants of the right front seat, injuries among persons wearing lap and shoulder belts and unrestrained persons were examined by the degree of vehicle damage in crashes with front-end impacts and non–front-end impacts during the three periods to determine the relative distributions of injury among occupants by reported belt use. Injuries among drivers involved and not involved with alcohol were also examined by the degree of vehicle damage.

Observed belt-use data in the population at risk were obtained by the HSRC under a grant from the Governor's Highway Safety Program; general seat-belt use was measured at 72 intersections around the state by four trained observers. Frequencies of observed use on the highway and reported use of restraints by drivers and other front-seat occupants involved in crashes were compared, as were the frequencies of different levels of injury associated with the reported use or nonuse of belts for vehicle occupants involved in crashes in each of the three periods: (1) before the belt law (January 1983 through September 1985), (2) during the warning period (October 1985 through December 1986), and (3) after implementation of the fine (January through September 1987).

RESULTS

Crash investigators submitted crash reports on 203 000 passenger cars or station wagons for 1983, 207 000 for 1934, 211 000 for 1985, 227 000 for 1986, and 172 000 for the first nine months of 1987. Of these reports, 62.7% were submitted by municipal police; 36.6% by the state highway patrol; and 0.7% by local sheriffs, rural or county police, and other traffic investigating agencies. From January 1983 through September 1987, approximately 55% of drivers involved in crashes were male, 74% were white, and 53% were 30 years old or younger. Forty-five percent of the crashes occurred on local streets, 52% occurred on primary or secondary roads, and less than 3% occurred on interstate highways. Of passenger vehicles involved in crashes, 61% had mild damage (level 1 or 2), 29% had moderate damage (level 3 or 4), and 10% had severe damage (levels 5 through 7). The distributions of these characteristics and measures of driver alcohol involvement showed no appreciable trends over the periods studied.

In examining the severity of injury for drivers and occupants of the right front seat in front-end and non–front-end crashes, lack of belt use was consis-

tently associated with distributions of injury skewed toward more severe degrees of injury. Data for drivers in front-end crashes are presented in Table 1. Drivers in crashes reportedly wore seat belts more frequently than did occupants of the right front seat (Table 2); this is consistent with observations of the population at risk.

Decreases were observed in the percentages of targeted occupants who had severe injuries and deaths in crashes in 1986 compared with 1985 and in 1987 compared with each of the four previous years (Table 3). When examined by quarter-year from the first quarter of 1983 through the first quarter of 1985, a significant increasing trend in the proportions of severe injuries and deaths was observed for targeted occupants ($R^2 = 0.47$, $P = .019$). When examined by quarter-year from the third quarter of 1985 (just before the warning period) through the third quarter of 1987, a significant decreasing trend was observed in the percentages of targeted occupants who had severe injuries and deaths in crashes ($R^2 = 0.38$, $P = .044$). In the first quarter of 1987 (just after implementation of the fine), a marked decrease was found in the percentage (3.50%) of targeted occupants of passenger vehicles who had severe or fatal injuries compared with data (5.06%) for the first quarter of 1985 (odds ratio [OR] = 1.47 [95% confidence interval (CI), 1.23 to 1.76], $P < .0001$).

There was a decrease in the percentages of both drivers and occupants of the right front seat who had severe or fatal injuries in the first nine months of the year in 1986 compared with 1985 and in 1987 compared with each of the previous three years (Table 4). These decreases in percentages were principally observed among targeted front-seat occupants (Table 3). When examined by quarter-year from the first quarter of 1983 through the first quarter of 1985, a significant increasing trend in the proportions of severe injuries and deaths was observed for drivers of targeted vehicles ($R^2 = 0.58$, $P = .007$). Although an increasing trend in proportions was also observed among occupants of the right front seat who were severely injured or killed during the same time, the trend was not statistically significant. However, when examined by quarter-year from the third quarter of 1985 through the third quarter of 1987, significant decreasing trends in the proportions of severe injuries and deaths were observed for drivers of targeted vehicles ($R^2 = 0.52$, $P = .029$) and for occupants of the right front seat of targeted vehicles ($R^2 = 0.48$, $P = .038$). No discernible trends in the proportions of severe injuries and deaths were observed for rear-seat occupants.

Table 1.—Distribution of Injury for Drivers of Targeted Vehicles in Front-End Crashes by Injury Severity, Time Period, and Reported Seat-Belt Use*

	Distribution of Injury, %					
	Belt Use Before Law (1/83-9/85)		Belt Use During Warning Period (10/85-12/86)		Belt Use After $25 Fine (1/87-9/87)	
Injury	Yes (N = 2605)	No (N = 1356)	Yes (N = 5030)	No (N = 2920)	Yes (N = 4289)	No (N = 474)
None	84.1	75.6	80.7	65.5	79.7	58.7
Mild	10.0	10.9	11.3	14.8	12.0	12.2
Moderate	4.5	8.7	5.9	12.3	5.8	17.5
Severe	1.4	4.5	2.1	6.6	2.4	9.1
Fatal	0.0	0.3	0.1	0.7	0.1	2.5

*10% sample; data are aggregated for drivers who wore shoulder and lap belts and those who wore only lap belts.

Table 2.—Observed and Reported Use of Seat Belts by Drivers and Occupants of Right Front Seat by Time Period and Seat Position

			Observed Use		Reported Use*	
Time Period	Month	Seat Position	No. Observed	% Belted	No. Reported	% Belted
Before the law	9/85	Driver	18212	25.4	1518	32.7
		Right front	6872	20.6	570	29.8
During warning period	11/86	Driver	21859	43.8	2048	65.2
		Right front	8123	37.2	719	60.5
After $25 fine	1/87	Driver	13847	77.7	1689	91.2
		Right front	5828	70.6	531	89.3

*Persons in crashes.

Table 3.—Motor-Vehicle Occupants in Crashes in Targeted Vehicles With Severe or Fatal Injuries by Seat Position*

	Year				
Motor-Vehicle Occupants	1983	1984	1985	1986	1987
Targeted front-seat occupants					
All					
No. in crashes	18804	19269	19385	20603	21752
% severely or fatally injured	3.94	4.51	4.67	4.39	3.78
Drivers					
No. in crashes	13849	14306	14404	15318	16371
% severely or fatally injured	3.87	4.34	4.58	4.20	3.63
Occupants of right front seat					
No. in crashes	4711	4697	4749	5086	5224
% severely or fatally injured	4.14	4.94	4.86	4.76	4.19
Rear-seat occupants					
No. in crashes	2008	2169	2233	2313	2490
% severely or fatally injured	3.14	3.41	2.78	3.50	2.49

*10% sample during first 9 mo of year. Persons <6 years old were covered by the child-restraint law and are excluded from these data.

Ridit analyses revealed the persistence over all three periods of significant differences between distributions of injury for drivers involved and not involved with alcohol for all levels of vehicle damage; this is consistent with the hypothesis that the risk of death or severe injury in a crash is increased by alcohol involvement.[7] Even for mild crashes in the first nine months of 1987, drivers who had been drinking sustained more severe injuries than those who had not been drinking (ridit = 0.560, Mantel-Haenszel $\chi^2 = 32.1$, $P < .001$). For severe crashes in the same period, the odds were almost 2:1 that drivers who had been drinking sustained more severe injuries than those who had not been drinking (ridit = 0.652, Mantel-Haenszel $\chi^2 = 55.5$, $P < .001$).

Table 4.—Motor-Vehicle Occupants in Crashes With Severe or Fatal Injuries by Seat Position*

Motor-Vehicle Occupants	Year				
	1983	1984	1985	1986	1987
Front-seat occupants					
All					
No. in crashes	24 157	24 672	25 204	26 729	28 850
% severely or fatally injured	4.08	4.70	4.96	4.64	3.95
Drivers					
No. in crashes	17 539	18 151	18 491	19 757	21 318
% severely or fatally injured	4.17	4.62	4.99	4.59	3.91
Occupants of right front seat					
No. in crashes	5[illegible]3	5829	6078	6413	6773
% severely or fatally injured	3.80	4.79	4.59	4.55	4.10
Nontargeted occupants					
All					
No. in crashes	8077	8231	8868	9207	10 194
% severely or fatally injured	3.76	4.59	4.72	4.61	3.90
Rear-seat occupants					
No. in crashes	2904	2848	3049	3101	3303
% severely or fatally injured	2.55	3.05	2.49	2.90	2.39

*10% sample during first 9 mo of year. Nontargeted occupants are persons to whom the seat-belt law did not pertain, viz, occupants of nontargeted vehicles, rear-seat occupants, and persons <6 years old.

Table 5.—Drivers Severely Injured or Killed in Targeted Vehicles in Front-End Crashes by Time Period and Level of Vehicle Damage*

Time Period	% (No.) of Drivers Severely Injured or Killed by Level of Vehicle Damage		
	Mild	Moderate	Severe
Before the Law (1/83-9/85)	1.09 (113/10 336)	5.53 (256/4627)	22.05 (344/1560)
During warning period (10/85-12/86)	1.18 (60/5086)	5.22 (121/2320)	20.42 (164/803)
After $25 fine (1/87-9/87)	0.92 (29/3140)	4.10† (54/1316)	20.79 (95/457)

*10% sample.
†$P<.05$ (derived from 2x2 tables comparing the number of drivers with or without severe or fatal injuries; drivers before the law were compared with drivers during warning period and after $25 fine).

Table 5 includes χ^2 analyses of severe and fatal injuries for drivers of targeted vehicles in front-end crashes by the severity of vehicle damage for the three periods. Data for drivers in non–front-end crashes and for other occupants are not shown. When data before the law and during the warning period were compared, significant decreases in the proportions of persons with severe and fatal injuries were noted for drivers in moderate non–front-end crashes (OR = 1.23 [95% CI, 1.03 to 1.47], $\chi^2 = 5.7$, $P = .017$) and for occupants of the right front seat in moderate front-end crashes (OR = 1.56 [95% CI, 1.06 to 2.31], $\chi^2 = 5.6$, $P = .018$).

When data before the law and after the fine were compared, significant decreases in severe and fatal injuries were noted for drivers in moderate front-end crashes (OR = 1.37 [95% CI, 1.00 to 1.87], $\chi^2 = 4.2$, $P = .040$). A significant decrease was also noted for drivers in moderate non–front-end crashes (OR = 1.41 [95% CI, 1.13 to 1.76], $\chi^2 = 9.6$, $P = .002$). Decreases in severe and fatal injuries were also noted for occupants of the right front seat in moderate front-end crashes (OR = 1.87 [95% CI, 1.10 to 3.22], $\chi^2 = 6.0$, $P = .014$). No significant differences were noted for occupants of the right front seat in non–front-end crashes.

Comparisons of the percentages of nontargeted occupants with severe or fatal injuries in crashes for the first nine months of each year revealed a significant decrease between 1985 (4.72%) and 1987 (3.90%) (OR = 1.22 [95% CI, 1.06 to 1.41], $\chi^2 = 7.8$, $P = .005$; Table 4). Most of this decrease occurred between 1986 (4.61%) and 1987 (3.90%) (OR = 1.19 [95% CI, 1.03 to 1.37], $\chi^2 = 5.9$, $P = .016$). A significant difference in proportions was observed for 1986 (3.50%) and 1987 (2.49%) when rear-seat occupants older than 5 years of age in targeted vehicles were evaluated for severe or fatal injuries in crashes (OR = 1.42, [95% CI, 1.00 to 2.02], $\chi^2 = 4.3$, $P = .039$; Table 3). Among other nontargeted occupants, a decrease in the percentages of severe and fatal injuries was also observed (although it was not statistically significant) between 1986 (5.00%) and 1987 (4.36%). Whether these trends toward reductions in severe and fatal injuries among nontargeted persons reflect technological improvements in automotive safety or changes in seat-belt use secondary to the law could not be determined using this data set.

COMMENT

We observed significant reductions in severe and fatal injuries in crashes among front-seat car occupants who were targeted by a mandatory seat-belt law, especially after implementation of a $25 fine for infractions. These reductions were in excess of those observed among other occupants of the same vehicles. These results are consistent with reductions in morbidity and mortality observed elsewhere after mandatory belt-use legislation.[9-13]

Estimates of the frequency of belt use by persons involved in nonfatal collisions are dependent on self-reporting to the investigating officer. Where there are seat-belt laws, self-reported belt use appears to be overestimated for all but the most severely or fatally injured. This would result in underestimation of the law's effect on morbidity and mortality for that segment of the population whose belt use has changed in response to the law. Injuries not apparent at the crash would also go unreported, as would crashes that did not involve injury or significant damage. Such underreporting alters measures of seat-belt effectiveness to the extent that such injuries would be less prevalent among belted persons than among nonbelted persons. However, there is no reason to suppose an effect of belt use on the reliability, validity, or completeness of crash reports.

Significant underreporting has been reported in official statistics of injuries from motor-vehicle collisions.[14] If a differential shift in reporting occurred in favor of a given degree of injury, the results of this study would have been biased accordingly. Aside from a slowly increasing trend toward more severe and fatal injury reported for front-seat occupants before the law (Tables 3 and 4), a review of North Carolina crash data from 1979 through 1985 revealed no shift in injury distributions in crashes reported over several years before passage of the law. There is no reason to suppose that there was such a shift in underreporting in the two years after passage of the law.

Ridit analyses revealed that the seat-

belt law has not altered the relationship of driver alcohol involvement to injury outcome when one controls for crash severity. This is not surprising because alcohol is thought to reduce tolerance to impact[7,15] and because North Carolina data consistently indicate less-frequent belt use among drivers involved with alcohol.

Dramatic increases in seat-belt use that occur immediately after seat-belt legislation are generally not sustained over time[12]; the initial increase in belt use is followed by a decline, typically about four months after the law takes effect.[11] For the first nine months of 1987, the mean observed percentages of persons belted in North Carolina were 68% for drivers and 66% for occupants of the right front seat. Although these percentages decreased to 60% and 58%, respectively, in January 1988, seat-belt use has increased subsequently, with percentages of 63% for drivers and 63% for occupants of the right front seat observed in August 1988. Although present seat-belt use levels are lower than those in the nine-month period studied after implementation of the fine, the difference is small, and seat-belt use appears to be increasing again in North Carolina.

Whereas special enforcement campaigns undertaken elsewhere have resulted in dramatic increases in compliance with seat-belt laws,[16,17] no such campaign has yet occurred in North Carolina. During the first nine months of 1987, the State Highway Patrol issued 27 924 citations with fines (3103 per month) compared with 123 521 warning tickets for belt-law violations issued in 1986 (10 290 per month) by the same agency. In the absence of efforts to maximize enforcement, the decreases in morbidity and mortality presented here may not be sustained without other interventions (eg, educational efforts or installation of automatic restraints).

Impact studies are needed so that legislators and voters can determine whether mandating buckling up is worth the inconvenience and sacrifice of personal freedom. This study indicates that the North Carolina law has reasonably achieved its legislative intent. If one compares the numbers of severe and fatal injuries among targeted persons for the first nine months of 1987 (approximately 8220) with those of the first nine months of 1985 and 1986 (approximately 9040 and 9060, respectively) and extrapolates to 12 months, approximately 1100 fewer severe and fatal injuries per year would be observed among targeted persons in North Carolina after implementation of the $25 fine. If one considers the total population of North Carolina (approximately 6 000 000), these data indicate that annually as many as one in every 5400 North Carolinians could be spared a severe or fatal injury because of this intervention, provided that the belt-use levels observed in the first nine months of 1987 are again attained. Although the expected protective value of buckling up is low for the individual, the data indicate that the collective advantage is large.

When North Carolina crash data from the period before implementation of the $25 fine were compared with data from the first nine months of 1987, significant reductions were found in severe and fatal injuries for persons targeted by the law. The extent to which these reductions are directly attributable to a mandatory belt-use law remains unknown, but the law was the major automotive safety intervention introduced statewide during the periods examined. Whereas these data support the hypothesis that mandating seat-belt use results in reductions in crash-associated morbidity and mortality in targeted groups, compliance with the law and maintenance of these reductions will be a function of enforcement and educational efforts.

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Prospective Study of the Effect of Safety Belts on Morbidity and Health Care Costs in Motor-Vehicle Accidents

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To assess the impact of safety belt use on the extent of injuries sustained in motor-vehicle accidents and the incurred health care costs, 1364 patients were prospectively evaluated at four Chicago-area hospitals. Of these, 791 (58%) were wearing a safety belt whereas 573 (42%) were not. The mean injury severity score for safety belt wearers was 1.8 ± 0.07 vs 4.51 ± 0.31 in those not wearing a safety belt. Only 6.6% of safety belt wearers required admission vs 19.2% of those not wearing a safety belt. Restrained occupants incurred mean charges of $534 ± $67 compared with $1583 ± $201 in unrestrained occupants. Thus, safety belt wearers had a 60.1% reduction in severity of injury, a 64.6% decrease in hospital admissions, and a 66.3% decline in hospital charges. Our findings demonstrate the significant societal burden of nonuse of safety belts in terms of morbidity and the costs of medical care.

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TRAUMA resulting from motor-vehicle accidents (MVAs) represents a major challenge to our health care delivery system and a significant societal burden. Motor-vehicle accidents are the leading cause of death in Americans aged 5 to 34 years and the seventh leading cause of death overall.[1] In 1982, an estimated 3.2 million people were injured in MVAs, of whom approximately 1.4 million were treated in emergency departments and 350 000 required hospitalization.[2] As a result of MVA-associated injuries, 1.3 million years of potential life before age 65 years were lost in 1984.[3] The overall economic loss to the United States attributable to MVAs in 1980 has been estimated to be $57.2 billion.[4]

The Department of Transportation postulates that universal use of safety belts would reduce MVA-related fatalities by 50% and injuries by 65%.[5] Previous studies, based on police reports[6] or National Highway Traffic Safety Administration records,[7] report a reduction of serious injury of belted front-seat occupants of 43% to 52%[6] and a decline in fatalities of 43%.[7] To our knowledge, no prospective studies based on medical data have specifically attempted to assess the efficacy with which safety belt use may prevent injury from motor-vehicular trauma. We undertook the following prospective study to assess the effect of safety belt use on the extent of injuries sustained during MVAs as well as the economic impact of their use.

See also pp 3593 and 3651.

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Read before the 17th Annual Meeting of the University Association for Emergency Medicine, Philadelphia, May 20, 1987.

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MATERIALS AND METHODS

During the period of Jan 1 to July 1, 1986, data were collected on patients who presented after an MVA to the emergency department or trauma unit of four Chicago-area hospitals. Two of these hospitals (Mercy Hospital and Medical Center and Illinois Masonic Medical Center, Chicago) were urban community hospitals, one was a public inner-city hospital (Cook County Hospital, Chicago), and the fourth was a large suburban community hospital (Lutheran General Hospital, Park Ridge, Ill). These four hospitals were selected because they cover a wide geographic area within Cook County and a wide range of socioeconomic groups. In addition, the selected hospitals receive patients from a large assortment of urban crash settings, including expressways (high speeds) and city streets (lower speeds). Patients involved in MVAs that occurred in rural areas were not included.

All patients who presented with complaints referable to an MVA that had taken place within the previous 24 hours were eligible for inclusion. Pedestrians, bicyclists, motorcyclists, bus passengers, and those in trucks with more than two axles were excluded. Each weekday, the logs of each emergency department or trauma unit were reviewed in an attempt to identify any missed motor-vehicle injury cases. Cases thus identified were resubmitted to the examining physician with the medical record for completion and inclusion in the study.

Initial data were collected prospectively for all study subjects by the examining physician. The physician administered a structured questionnaire that included the following data: (1) de-

termination of safety belt usage, (2) position of subject in vehicle, (3) mechanism of injury (front-end, rear-end, or broadside collision), (4) posted speed limit at location of MVA, (5) mode of transport to hospital, and (6) final disposition (discharge, transfer to another facility, admission to hospital, or death in emergency department). The examining physician also noted on the questionnaire if there was evidence of alcohol use, ie, clinical intoxication, a smell of alcohol on the breath, or an alcohol level. The data were then analyzed as yes/no variables. Alcohol levels obtained for legal use were sent to state laboratories; the results were not made available for the purposes of this study and therefore are not included. For all subjective data collected, independent confirmation was sought from paramedics, police, or others whenever possible.

The medical records (emergency and inpatient, if applicable) of all subjects were subsequently reviewed by a member of the research team. Additional collected data included the time of registration, nature of injuries, and payment status. An injury severity score (ISS) was then calculated based on the *Abbreviated Injury Scale Manual* (1985 edition).[8] A numerical score (1 to 5) is assigned to the severity of injury in each region; the squares of the three highest scores are then summated to obtain the ISS. Financial records were analyzed to determine the total hospital (excluding physician fees) and emergency department charges generated as a direct result of the MVA for each subject. The costs of consultants, admitting physicians, rehospitalizations, and rehabilitation were not included.

Study subjects were divided into two groups (restrained and unrestrained by safety belts) for the purposes of data analysis. Preliminary power calculations were made for an alpha of 0.05 and a power of 0.90 to detect a difference in ISS score of at least 0.5. The principal statistical tests used were *t* tests for comparisons of means of continuous variables and χ^2 tests for drawing inferences concerning proportions. Analyses of covariance and logistic regression analyses were performed to compare safety belt users with nonusers, controlling for possible confounding variables. The SAS statistical package on an IBM mainframe at the University of Illinois at Chicago was used to perform the analyses.

RESULTS

A total of 1364 patients were entered into the study. The mean age of the patients was 33.03 ± 0.42 years (mean ± SEM); 52.5% were men, 63.6% were drivers, 24.6% were front-seat passengers, and 11.3% were back-seat passengers. There was no significant difference noted in the month patients were seen (January through June), but there was a difference noted in the time they were registered; 37.1% were registered from 7 AM to 3 PM, 42.1% from 3 to 11 PM, and 20.8% from 11 PM to 7 AM ($P>.001$).

Seven hundred ninety-one patients (58%) claimed to be wearing safety belts, and 573 (42%) did not. Of those wearing safety belts, 603 (76.2%) were wearing a shoulder harness and lap belt, 121 (15.3%) were wearing a lap belt only, and in 67 (8.5%) the safety belt type was not known. Differences were noted between the two groups with respect to age, sex, and reported mechanism of injury. Safety belt wearers were slightly older, more often female, and more likely to be involved in a rear-end collision. In addition, safety belt users were less likely to have used alcohol and less likely to require transport by ambulance. The groups were similar with respect to the posted speed limit where the accident occurred (Table 1).

Table 1.—Characteristics of Safety Belt Wearers vs Nonwearers

Characteristic	Safety Belts: Yes (n = 791)	Safety Belts: No (n = 573)	P*
Mean ± SEM age, y	35 ± 0.5	31.9 ± 0.7	.004
Male, %	49.7	55.8	.028
Reported mechanism of injury, %			
Rear-end collision	40.8	28.2	.001
Front-end collision	24.1	37.6	
Struck broadside (passenger)	20.0	20.5	
Struck broadside (driver)	12.8	9.4	
Other	1.2	1.9	
Unknown	1.2	4.4	
Alcohol use, %	5.6	19.5	.0001
Ambulance transport, %	36.4	57.6	.0001
Posted speed limit (mph), %			
<30	40.5	39.6	NS
30-45	39.6	35.1	
≥55	8.5	8.6	
Unknown	11.5	16.8	

*Percentages were compared by the Pearson χ^2 test. Means were compared by the two-tailed *t* test. NS indicates not significant.

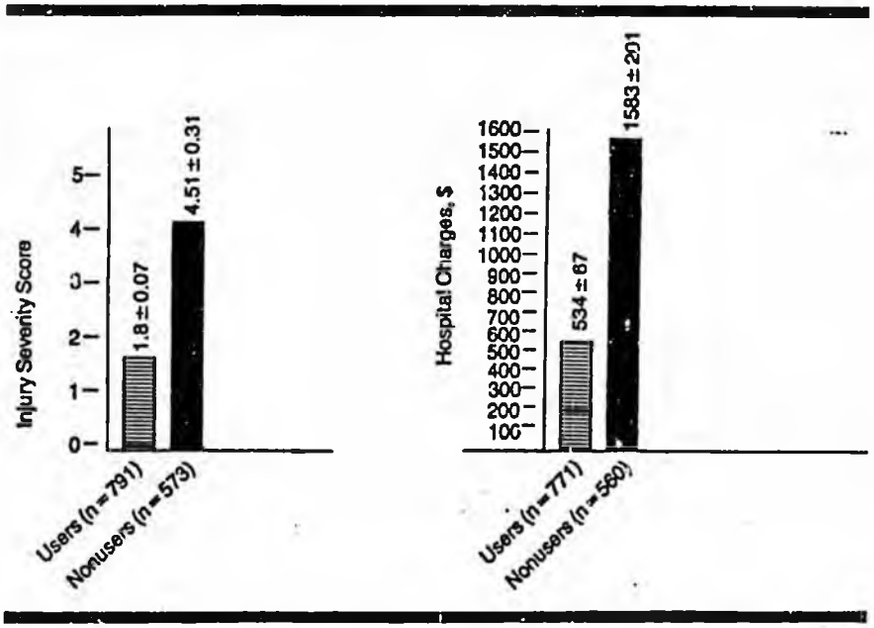

Fig 1.—Mean injury severity scores and hospital charges for safety belt users and nonusers. Patients who had worn safety belts had significantly lower injury severity scores ($P<.001$) and hospital charges ($P<.001$).

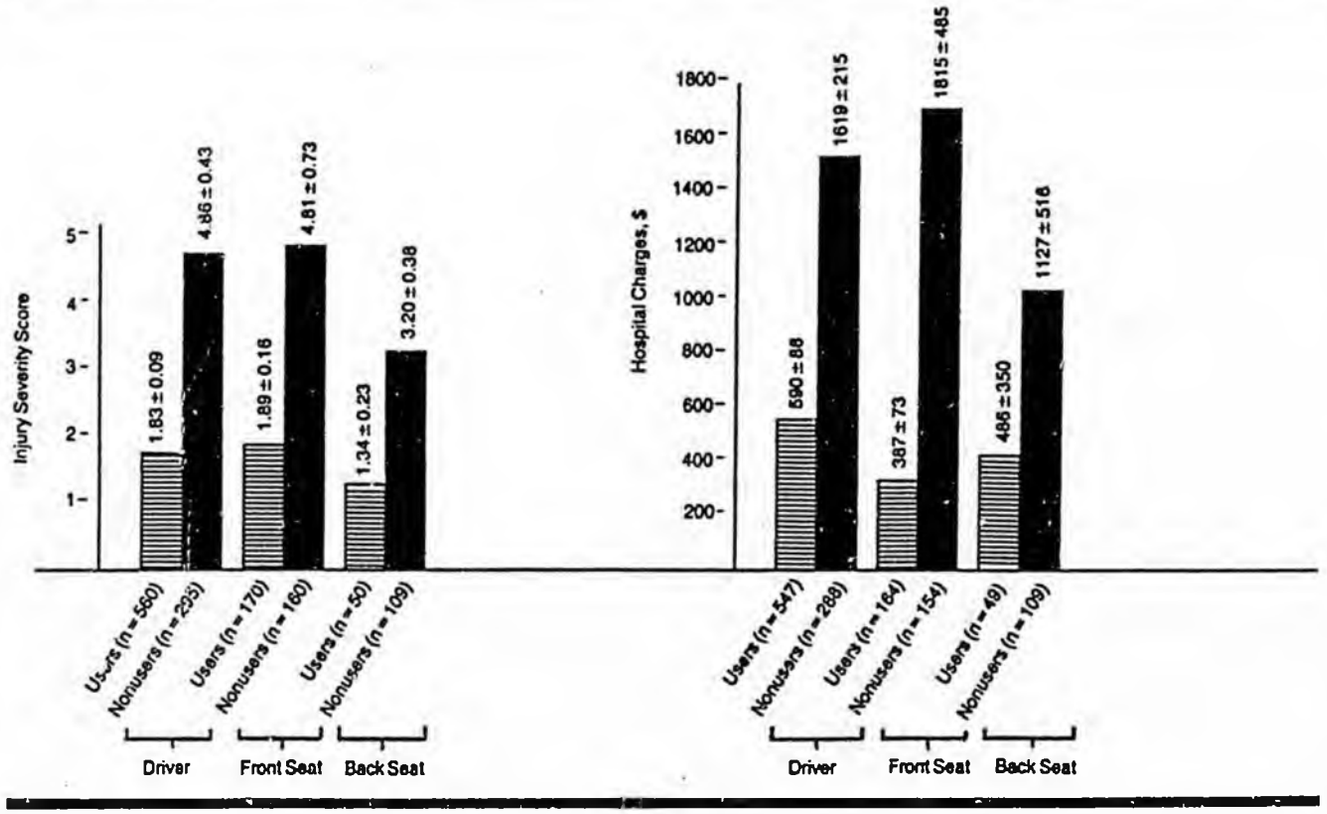

Fig 2.—Mean injury severity scores and hospital charges for safety belt users and nonusers by position in vehicle. Drivers, front-seat passengers, and back-seat passengers who had worn safety belts had significantly lower injury severity scores ($P<.001$, $P<.001$, and $P<.002$, respectively) and hospital charges ($P<.001$, $P<.004$, and $P<.031$, respectively).

Severity of Injury

The mean ISS for safety belt wearers was 1.8 ± 0.07 as opposed to 4.51 ± 0.31 for those not wearing safety belts ($P<.001$, Fig 1, left). Patients who had worn safety belts, whether they were drivers, front-seat passengers, or back-seat passengers, fared significantly better than their unrestrained counterparts (Fig 2, left).

When the reported mechanism of injury was evaluated, striking differences in ISS were noted between safety belt users and nonusers in front-end collisions (2.15 ± 0.18 vs 6.12 ± 0.64, $P<.001$). Benefit was also provided by safety belts in broadside collisions, where restrained occupants had an average ISS of 2.01 ± 0.14 as opposed to 3.6 ± 0.34 for unrestrained occupants ($P<.001$). Smaller but significant differences in ISS were noted between the groups in rear-end collisions. Safety belt wearers had a mean ISS of 1.38 ± 0.06 vs 2.47 ± 0.14 for nonusers ($P<.001$).

Admission to the hospital may be another indication of severity of injury. A significantly greater number of unrestrained subjects required admission (including those who died in the emergency department). Only 54 (6.8%) of the total 791 safety belt wearers required admission. However, 110 (19.2%) of the 573 patients who did not wear safety belts required admission ($P<.001$). Thus, two thirds of patients who required hospital admission were not wearing safety belts at the time of injury. Significant differences in ISS between the restrained and unrestrained groups remained in both the admitted and discharged groups (Fig 3, left). Regardless of admission status, unrestrained occupants utilized significantly more hospital days than restrained occupants (1.2 ± 0.2 days vs 0.4 ± 0.08 days, $P<.001$).

When only the most severely injured patients are considered, ie, those with an ISS of 12 or greater, again, the overwhelming majority were unrestrained. Thirty-six (81.8%) were not wearing safety belts; eight (18.2%) were ($P<.001$). There were five deaths during this study, all among patients who did not wear safety belts.

Multivariate methods, including analysis of covariance and logistic regression, were used to assess the independent effect of safety belt usage on ISS scores, controlling for other variables. Since age, alcohol use, and type of accident were observed to be associated with safety belt use and also may be associated with the severity and cost of injury, they were assumed to be possible confounding variables. The posted speed limit was also included. Although there were sex differences in safety belt usage, there is no reason to believe that ISSs or costs should differ by sex, other factors being equal. Therefore, analyses of covariance were carried out comparing the ISSs of safety belt users and nonusers, with age in years, alcohol usage (yes or no), and type of accident (entered as dummy variables; front-end collision, rear-end collision, or other) as covariates. Results (Table 2) indicate that unrestrained patients had an ISS that was two points higher on average, even when all the confounding variables were controlled for. Alcohol users scored one point higher on average, as did patients who were involved in a front-end collision. Those in a rear-end collision had somewhat lower scores on average. Scores averaged higher with increasing age and slightly higher for a posted speed limit of 30 to 45 mph. Mean ISSs for restrained and unrestrained subjects were adjusted for differing values of the covariates in the two groups; safety belt wearers were observed to have a significantly lower adjusted mean ISS than nonwearers ($P = .0001$).

Logistic regression analysis was used

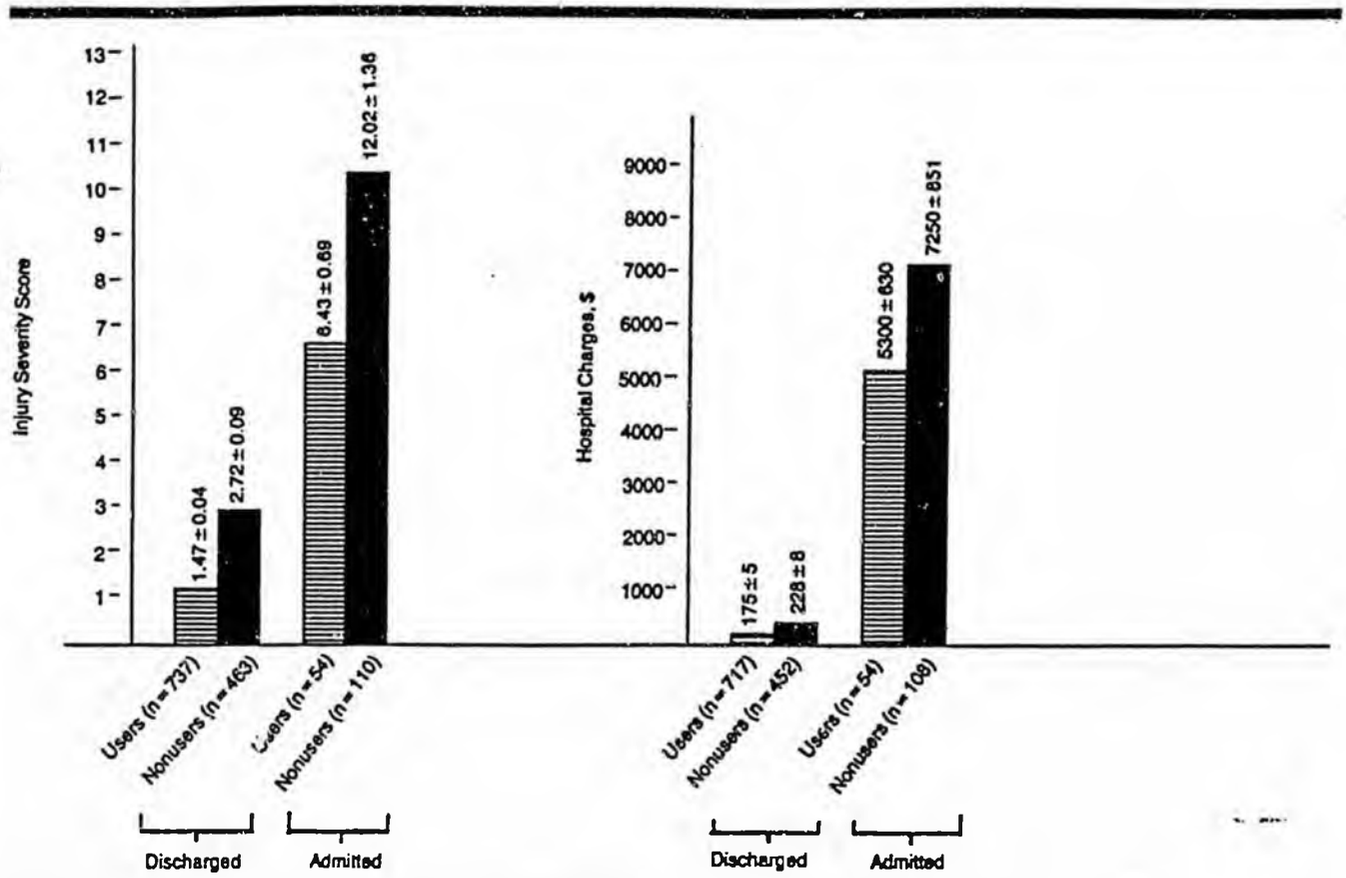

Fig 3.—Mean injury severity scores and hospital charges for safety belt users and nonusers by whether or not patients were admitted. Significantly fewer patients who had worn safety belts required admission ($P<.001$). Patients who did not require admission (includes patients transferred to other facilities) who had worn safety belts had significantly lower injury severity scores ($P<.001$) and hospital charges ($P<.001$). Patients who were admitted (includes patients who died in the emergency department) who had worn safety belts had significantly lower injury severity scores ($P<.001$) and demonstrated a trend toward lower hospital charges ($P=.076$).

to assess the association of safety belt use with severe injury, defined as an ISS of 12 or greater. Proportions of restrained and unrestrained subjects with severe injury were compared, using alcohol use and type of collision as covariates. Results (Table 3) indicate that the odds of severe injury were 4.8 times greater for nonusers of safety belts when other significant variables were controlled for. The odds ratio for front-end collisions was similarly large, while alcohol usage was not independently associated with severe injury. Since age was entered as a continuous variable, an odds ratio is not available. However, the proportion of patients with severe injury increased significantly with increasing age.

Table 2.—Comparison of Safety Belt Users and Nonusers on Injury Severity Score and Cost*

	Injury Severity Score†		Cost‡	
Variable	Coefficient	P	Coefficient	P
Safety belt nonuse	1.88	.0005	596.2	.0005
Alcohol use	1.13	.0016	730.1	.007
Front-end collision	0.79	.0039	583.0	.005
Rear-end collision	−0.71	.0048	−381.7	.047
Posted speed limit, mph				
30-45	0.74	.001	470.2	.0006
≥55	0.51	.81	394.8	.17
Age, y	0.032	.0001	22.7	.0001

*Analysis of covariance.
†Adjusted mean ± SD injury severity score was 2.42 ± 0.23 for safety belt users and 4.30 ± 0.22 for nonusers ($P=.0001$).
‡Adjusted mean ± SD cost was $912.80 ± $172.90 for safety belt users and $1508.90 ± $170.60 for nonusers ($P=.0005$).

Health Care Costs

Significant differences were also found in the health care costs of safety belt users and nonusers. Unrestrained occupants incurred mean charges of $1583 ± $201, nearly three times the charges for restrained occupants ($534 ± $67, $P<.001$; Fig 1, right).

When the patient's position in the vehicle was evaluated, nonwearers consistently incurred higher charges than safety belt wearers (Fig 2, right). This difference reached statistical significance in drivers and front-seat passengers only. However, the number of back-seat passengers for statistical comparison was small (N = 158).

Patients who did not wear safety belts who required hospital admission demonstrated a trend toward higher charges (Fig 3, right; $7250 ± $851 vs $5300 ± $630, $P=.076$), though the sample size was small (N = 162). However, in patients who were discharged or transferred from the emergency department, a significant difference was demonstrated, with restrained occupants incurring average charges of $175 ± $5 vs $228 ± $8 for unrestrained occupants ($P<.001$). This represents a 23.3% reduction in charges for safety belt wearers (Fig 3, right).

Table 3.—Logistic Regression Results Comparing Safety Belt Users and Nonusers by Injury Severity Score

Variable	Injury Severity Score ≥12		
	Odds Ratio	95% Confidence Interval	P
Safety belt nonuse	4.94	2.03-12.02	.0004
Front-end collision	4.74	2.10-10.66	.0002
Alcohol use	1.59	0.68- 3.74	.29
Posted speed limit, mph			
30-45	1.94	0.91- 4.15	.09
>55	1.43	0.37- 5.58	.60
Age (20-year difference)	2.01	1.35- 2.99	.006

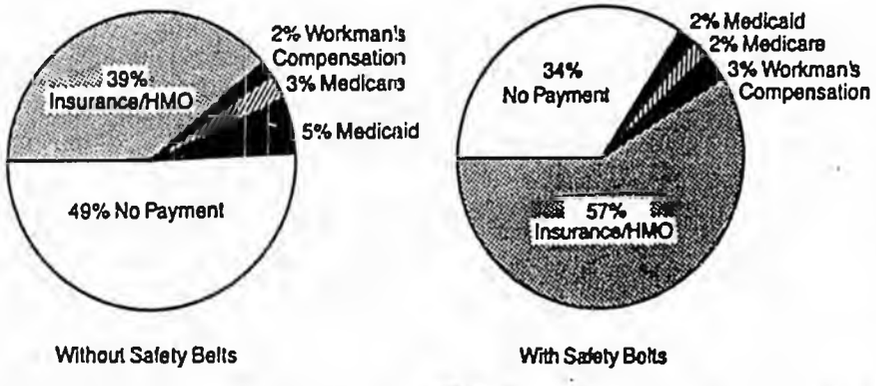

Fig 4.—Payment status for patients with and without safety belts. HMO indicates health maintenance organization.

Evaluation of payment status showed that the majority of unrestrained passengers either had no payment (49.2%) or were receiving governmental assistance (5% public aid, 3% Medicare). Of safety belt wearers, 57% had private insurance or were enrolled in a health maintenance organization, and 3% were covered by workman's compensation ($P<.001$, Fig 4).

Multivariate analyses were also conducted to assess the independent effect of safety belt use on health care costs, controlling for the covariates age, type of collision, posted speed limit, and alcohol usage (Table 2). The adjusted mean costs differed by about $600 ($P=.0008$); alcohol users incurred charges approximately $700 higher on average. Costs were higher in front-end collisions, lower in rear-end collisions, higher at 30 to 45 mph, and increased with the age of the patient.

COMMENT

This study suggests that safety belts provide a significant benefit in reducing injury and health care costs. We demonstrated a 60.1% reduction in severity of injury (51% after adjusting for other variables), a 64.6% decrease in hospital admissions, and a 66.3% decline in hospital charges (49% for adjusted means) in safety belt wearers. To our knowledge, this is the first study evaluating the efficacy of safety belt use in the United States based on medical data. By utilizing the ISS system, an objective assessment can be made of the number and severity of injuries in relation to safety belt use. Previous studies[6] and government reports[9] used police reports in assessment of injury. In this system, the police officer assigns the accident victim an injury score of A, B, C, or K (severe, moderate, minor, or fatal injury). Obviously, data obtained by this system are of questionable reliability. In addition, this study is unique in that it also assessed the hospital charges associated with the care of the injured motorist.

Actual hospital and emergency department charges were used to estimate health care costs in this analysis. These are conservative estimates, in that direct charges generated by prehospital emergency services, rehospitalizations, and rehabilitation were not included. Furthermore, indirect costs resulting from time lost from work, increased insurance premiums, and lost productivity of those who die or are permanently disabled by MVAs were not measured. Inclusion of these costs may have resulted in even greater differences in cost estimates. The cost to care for patients who required hospitalization was higher for those who did not wear safety belts, though statistical significance was not reached (Fig 3, right). However, the sample size in this subgroup was small, suggesting a type II error. Larger sample sizes may demonstrate a statistically significant difference.

The four hospitals participating in the study were geographically scattered throughout Cook County to include a variety of roadways (highways and urban and suburban roads). Only rural roads were not represented. Baker et al,[10] however, stated that mortality from MVAs may be highest in areas of low population density; this suggests that we omitted from our sample roads responsible for high mortality from MVAs. The months of January through June were chosen to cover a variety of road conditions in winter, spring, and summer in Chicago. In addition, the four hospitals admit patients from a wide variety of socioeconomic groups, with an assortment of vehicles and driving habits.

Throughout this study, we relied on patient reporting and/or paramedic reporting of safety belt use. The actual safety belt use rate in Illinois at the time of the study was 36%.[9] Actual safety belt use may be appreciably different than reported, as it may be impossible to obtain physical evidence of safety belt use. Paramedics were asked to verify the presence or absence of restraint use at the scene. However, the accident victims were often out of their vehicles when the ambulance arrived. In only 23 of the 618 cases with patients transported to the hospital by ambulance was there disagreement on safety belt usage between paramedics and patients. If we assume, however, that restraint use is only overreported, ie, unrestrained patients stated that they were wearing a safety belt and not vice versa, then there would be an even greater benefit in reducing injury and cost if the true incidence were known.

It should be noted that only those patients who presented to the hospital following an MVA were included. Patients who did not present to the hospital, who presented over 24 hours following injury, or who went directly to the morgue were not included. In Cook County, paramedics must transport all seriously (or fatally) injured MVA victims to a hospital unless the patient has dependent lividity, rigor mortis, or decapitation, all unlikely events in traffic accidents. It is therefore unlikely that any fatalities were not included in the study due to direct transport to a

morgue. The number of uninjured motorists who did not present to a hospital is unknown and is not available through the Department of Transportation.

Studies conducted in other countries, many of which assessed the effects of safety belt legislation, also demonstrate the benefit of safety belt use.[11-22] Henderson and Wood[11] reported a 25% decrease in predicted deaths in the year following safety belt legislation in New South Wales, Australia. In an evaluation of the Swedish experience, Mellbring et al[12] reported a reduction in the number of MVA victims admitted to hospitals following legislation despite a 40% increase in reported MVAs. In England, a retrospective study comparing the 12 months preceding and following the enactment of safety belt use legislation revealed a mean ISS of 4.94 before and 2.8 after the law. A 42% reduction in the number of front-seat occupants who required hospital admission and a 27% decline in the number of deaths following introduction of the law was reported.

In the United States, New York was the first state to pass a mandatory-use safety belt law. In the first nine months after the law was enforced, MVA fatalities decreased by 17%, resulting in the lowest highway fatality rate (per 100 million miles driven) in several decades.[3] In Illinois, where safety belt legislation took effect in July 1985, an estimated 55 to 60 lives were saved and 8000 serious injuries were prevented in the first year following enactment.[9] Nationwide, the National Highway Traffic Safety Administration reported that safety belt usage of fatally injured MVA victims was about half the usage of those whose injuries were less incapacitating.[23] Unrestrained occupants were 40% more likely to be injured in an MVA and twice as likely to require hospitalization as restrained occupants.[24]

Compulsory safety belt use legislation appears to be the most effective agent in increasing safety belt usage. Usage rates increased from just under 40% to 95% in England,[14] from 20% to 80% in Sweden,[12] from 15% to 90% in Australia,[15] and from 21% to 47% in New York state[25] after such legislation. Insurance incentives[26] and mass-media campaigns[27] have been ineffective in altering the rate of safety belt usage. Other efforts to promote safety belt usage, including safety belt pledge cards, incentive plans, and "awareness" programs have met with variable success.[28]

Mandatory safety belt use legislation has been a controversial topic in the United States. To date, 33 states and the District of Columbia have enacted such legislation, while two additional states had safety belt use laws and later repealed them (Massachusetts and Nebraska). Worldwide, over 30 countries have passed mandatory-use laws. The United States is virtually the only developed nation that has not passed national safety belt legislation.[29]

The Department of Transportation estimated the cost to society of injuries sustained in MVAs at about $15.3 billion in 1980.[4] Our results indicate a 66.3% decreased cost attributed to safety belt use. If this reduction is applied to the estimated $15.3 billion, universal safety belt usage would save $10.1 billion each year. In our era of rising health care costs, the safety belt may be a very efficient mechanism for saving lives and reducing costs.

Society bears the burden of MVAs, not only in direct health costs but also in lost productivity of workers (indirect costs). There were over 11 million lost workdays for survivors of MVAs in 1985.[24] The administrative and overhead cost of motor-vehicle and health insurance premiums totaled nearly $13.8 billion in 1980.[4] Furthermore, in 1980, the federal government spent an estimated $7.5 billion and state and local governments spent an estimated $3.4 billion for MVA-associated expenses.[4]

This study analyzed automobile safety belt use and subsequent severity of injury and health care costs. Our data suggest that, in an urban setting, safety belt utilization was associated with decreased severity of injury from motor-vehicle trauma and reduced the medical care costs of injured motorists. This analysis in combination with existing evidence supports a more aggressive national posture toward safety belt usage for the benefit of both the individual and the American people.

This study was supported in part by the Illinois Coalition for Safety Belt Use, Springfield, Ill.

We thank Dorothy Bissell and Elizabeth Springer for their help in manuscript preparation. We are also grateful for the contributions made by the resident and attending staffs of the University of Illinois Affiliated Hospitals Emergency Medicine Residency and the University of Illinois Surgery Residency, without whose cooperation and efforts this study could not have been accomplished.

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REPORT TO THE WASHINGTON STATE LEGISLATURE:

THE IMPACT OF THE 1986 MANDATORY SAFETY BELT USE LAW

December 1988

Prepared by: The Division of Governmental Studies and Services
Washington State University
Pullman, WA. 99164-4870

Craig Curtis, J.D., M.A
Research Associate

Nicholas P. Lovrich, Ph.D.
Director

REPORT TO THE WASHINGTON STATE LEGISLATURE

THE IMPACT OF THE 1986 MANDATORY SAFETY BELT USE LAW

EXECUTIVE SUMMARY

THE MUL: Key Provisions

On June 11, 1986, the State of Washington put into effect the Mandatory Safety Belt Use Law of 1986 (MUL). Along with the majority of other states in the union, the State of Washington has declared that the failure to use a safety belt while a passenger or operator of a motor vehicle is a violation of the law. The MUL requires persons driving or riding in any vehicle in which federal law required the manufacturers to install safety belts to wear them. The law requires all persons 16 years old or older driving or riding in a motor vehicle, whether in front or in the back, to use safety belts. Children under the age of 16 are to use a safety belt, or must be restrained in an approved child safety seat if the child is young enough for the child restraint law to apply. Automobiles, trucks and vans are covered by the law. Persons riding in or driving a vehicle which did not have safety belts installed when manufactured are not subject to enforcement action.

The MUL provisions became fully active on January 1, 1987. During the interim "grace period" between June 11, 1986, and January 1, 1987, no citations were issued, although warnings were given to motorists. As of January 1, 1987, a penalty, which, when combined with the statutory assessment, could total $47, may be imposed for violation of the MUL. The MUL is a secondary

enforcement law exclusively. This means that a vehicle may not be stopped just for an MUL violation. Once a vehicle is stopped for reasons related to a primary enforcement offense, such as speeding or failure to yield the right of way, an officer may issue an MUL citation if the operator and/or passengers of detained vehicles are in violation of the MUL.

MAIN QUESTIONS OF INTEREST: MUL Effect on Safety Belt Use; Level of Public Support for the MUL; Support for the MUL Among Law Enforcement and Court Agencies; and Evidence of Societal Benefit (Monetary) of the MUL

This report submitted to the Washington State Legislature contains a wide range of findings of interest, but the major concerns at this early point in the implementation of the MUL necessarily relate to the essential matters of DESIRED OUTCOMES and public and professional ACCEPTANCE. With regard to outcomes, the immediate concerns are: 1) Has the MUL increased the level of use of safety belts by the vehicle operators and passengers of motor vehicles traveling on the state's highways, roads and streets? AND 2) Has the MUL led to monetary savings attributable to the reduction of fatal and non-fatal disabling injury collisions? On the subject of acceptance of the MUL, again there are two essential questions: 1) Does the public accept the MUL as being a PROPER LAW and one that is EFFECTIVE in its stated purposes? AND 2) Do those charged with the responsibility of enforcement -- the police agencies and the courts -- accept the MUL as a proper and effective measure for promoting traffic safety on the state's roadways?

In addition to these fundamental concerns, this report also contains some exploratory analyses of the correlates of safety belt use, of the impact of differing levels of enforcement activity on aggregate and individual level safety belt use, and of the sources for cues received by the public for the encouragement of seatbelt use. These several analyses were undertaken to provide the Washington Traffic Safety Commission with information required to plan the most proper use of its resources in future efforts to increase the level of compliance with the MUL across the state.

FINDINGS ON MUL OUTCOMES AND ACCEPTANCE

On the matter of rates of safety belt use, a combination of three distinct methods of analysis were employed: 1) direct observation of vehicles in the field; 2) analysis of collision reports; and 3) self-reports of safety belt use obtained in a state-wide survey of the public. All three methods of analysis indicate the same outcome -- namely, the MUL has indeed resulted in a higher rate of use of safety belts than obtained prior to the enactment of the law.

With respect to the level of acceptance of the MUL among those who are charged with the law's enforcement, surveys of the Troopers and administrative officers of the law enforcement agency that writes the vast majority of citations for violation of the MUL -- the Washington State Patrol -- indicate clearly that the MUL is supported and enforced with vigor. Similarly, county and municipal law enforcement officers who enforce traffic

laws and their administrative leadership also report a high level of support and enforcement within their jurisdictions. On balance, the law enforcement agencies contacted report that they view the MUL as an effective tool in the on-going fight to enhance traffic safety and reduce roadway fatalities in Washington. Much the same sentiment, moreover, is voiced by the judges surveyed; they too tend to share the view that the MUL represents an important tool for the state in its effort to promote a safer driving environment for the people of Washington.

As for the level of acceptance of the MUL among the public, there is clear evidence from a state-wide survey of the general adult citizenry that public support for the MUL is high -- on the order of nearly eight in ten citizens expressing the opinion that they favored the MUL. The public tends to view the law as both a proper enactment, and one which is quite effective in accomplishing its stated purpose.

Finally, as to the outcome of societal benefits to be attributed to the impact of the MUL, the analyses presented in this report document the savings in lives and severe injuries, and the concomitant savings in monetary terms, which have accrued to the state as a result of the implementation of the MUL. Using time series analyses and trend line extrapolation, it is estimated that, during 1986 and 1987, some 35 fewer fatalities, 822 fewer non-fatal disabling injuries and 1,745 fewer minor injuries than were predicted in the absence of the MUL actually occurred. These figures translate into a savings in the range of $16 to $24 million. These figures represent savings calculated on the basis of standardized formulae developed by the National

Safety Council and the National Highway Traffic Safety Administration with respect to losses resulting from fatal or non-fatal disabling injury collisions such as lost wages, medical expenses, property damage, insurance administrative costs, etc.

CONCLUSIONS

Washington's MUL would appear to have been generally successful in accomplishing its express purpose of motivating citizens to make use of their safety belts. The public is supportive of the law, the agencies of law enforcement and the judicial authorities judge the law to be proper and efficacious, and the indicators of public compliance and amount of losses resulting from fatal and non-fatal disabling injury collisions suggest that positive outcomes are attributable to the MUL. While this generally positive outlook on the MUL is clearly appropriate, it is also necessary to note that higher levels of compliance are being reported in other countries with similar laws. It is also likely that the rate of use of safety belts and the level of societal benefits might be greater yet if more youth-oriented, school-age programs were initiated and the MUL was a primary enforcement offense as opposed to a secondary enforcement offense. In sum, the results and findings reported herein indicate a positive start for the MUL, and they also indicate that more progress yet is to be expected in this important area of public policy.

HIGHWAY USERS FEDERATION OF ALASKA

P.O. BOX 92665 ANCHORAGE, ALASKA 99509-2665

January 13, 1989

Senator Arliss Sturgulewski
Alaska State Legislature
P. O. Box V (MS3100)
Juneau, Alaska 99811

Dear Senator Sturgulewski:

HUFA is writing in support of your legislation for a mandatory seat belt law. Safety is all of our responsibilities and to insure safe automobile travel in Alaska, passage of this measure is necessary. To support your position, I have included our last publication of "At Issue", page two, for your knowledge.

Other issues for your attention are the two resolutions enclosed. Senator Jones and his staff, through the Transportation Committee, are preparing these items for legislation.

As last year, the eight cent gas tax for Alaska is a positive idea, but not without dedication to a trust fund. Also, if passed, the inequity that would then exist between the trucking industry and the Alaska Railroad must be resolved first.

Thank you for your time and consideration and I look forward to seeing you in Juneau soon.

Sincerely,

Jim Voigts
Chairman

Enclosure

MEMORANDUM

State of Alaska

DEPARIMENT OF PUBLIC SAFETY

TO: Senator Arliss Sturgulewski
Sixteenth Alaska State Legislature

DATE: February 2, 1989

FILE NO:

TELEPHONE NO: 465-4371

FROM: T. Michael Lewis
Governor's Highway Safety Representative
Highway Safety Planning Agency

SUBJECT: Determination of Mandatory Seatbelt Law Compliance

In response to questions concerning the determination of compliance by the Secretary of Transportation on the criteria of the State mandatory seatbelt laws, I offer the following information:

Section 4.1.5.1 of Motor Vehicle Safety Standard No. 208 (copy attached) requires that the Secretary of Transportation shall determine, no later than April 1, 1989, that state mandatory safety belt use laws have been enacted that meet the criteria specified in S4.1.5.2 and are applicable to not less than two-thirds of the total population of the fifty states and the District of Columbia.

In order to ascertain the current status of this determination, I called the Regional Office of the National Highway Traffic Safety Administration, Department of Transportation. I was told by that office that:

1. The due date of that determination is not until April 1, 1989, and that no determination has been made at this time.

2. Because of the common knowledge that only one, of the thirty-one states that have enacted mandatory seatbelt laws, is in full compliance with S4.1.5.2, it is highly doubtful if the Secretary will issue a determination of compliance statement.

3. As a result of the failure of the states to fully comply with the criteria of S4.1.5.2, all passenger vehicles manufactured after September 1, 1989 must be equipped with approved passive restraint systems.

If you require any additional information, please do not hesitate to give me a call at 465-4374.

cc: Arthur A. English, Commissioner
Department of Public Safety

Attachment

TML:cg

S4.1.3.1.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.1.1 equal to not less than 10 percent of the average annual production of passenger cars manufactured on or after September 1, 1983, and before September 1, 1986, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.2 Passenger cars manufactured on or after September 1, 1987, and before September 1, 1988.

S4.1.3.2.1 Subject to S4.1.3.2.2 and S4 1.3.4, each passenger car manufactured on or after September 1, 1987, and before September 1, 1988, shall comply with the requirements of S4.1.2.1, S4.1.2.2 or S4.1.2.3.

S4.1.3.2.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.2.1 equal to not less than 25 percent of the average production of passenger cars manufactured on or after September 1, 1984, and before September 1, 1987, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.3 Passenger cars manufactured on or after September 1, 1988, and before September 1, 1989.

S4.1.3.3.1 Subject to S4.1.3.3.2 and S4.1.3.4, each passenger car manufactured on or after September 1, 1988, and before September 1, 1989, shall comply with the requirements of S4.1.2.1, S4.1.2.2 or S4.1.2.3.

S4.1.3.3.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.3.1 equal to not less than 40 percent of the average annual production of passenger cars manufactured on or after September 1, 1985, and before September 1, 1988, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.4 For the purposes of calculating the numbers of cars manufactured under S4.1.3.1.2, S4.1.3.2.2 or S4.1.3.3.2 to comply with S4.1.2.1, each car whose driver's seating position will comply with these requirements by means other than any type of seat belt is counted as 1.5 vehicles.

3. Standard No. 208 is amended by adding the following new sections:

S4.1.4 Passenger cars manufactured on or after September 1, 1989. Except as provided in S4.1.5, each passenger car manufactured on or after September 1, 1989, shall comply with the requirements of S4.1.2.1.

S4.1.5 Mandatory seatbelt use laws.

S4.1.5.1 If the Secretary of Transportation determines, by not later than April 1, 1989, that state mandatory safety belt usage laws have been enacted that meet the criteria specified in S4.1.5.2 and that are applicable to not less than two-thirds of the total population of the 50 states and the District of Columbia (based on the most recent Estimates of the Resident Population of States, by Age, Current Population Reports, Series P-25, Bureau of the Census), each passenger car manufactured under S4.1.3 or S4.1.4 on or after the date of that determination shall comply with the requirements of S4.1.2.1, S4.1.2.2, or S4.1.2.3.

S4.1.5.2 The minimum criteria for state mandatory safety belt usage laws are:

(a) Require that each front seat occupant of a passenger car equipped with safety belts under Standard No. 208 has a safety belt properly fastened about his or her body at all times when the vehicle is in forward motion.

(b) If waivers from the safety belt usage requirement are to be provided, permit them for medical reasons only.

(c) Provide for the following enforcement measures:

(1) A penalty of not less than $25.00 (which may include court costs) for each occupant of a car who violates the belt usage requirement.

(2) A provision specifying that the violation of the belt usage requirement may be used to mitigate damages with respect to any person who is involved in a passenger car accident while violating the belt usage requirement and who seeks in any subsequent litigation to recover damages for injuries resulting from the accident. This requirement is satisfied if there is a rule of law in the State permitting such mitigation..

(3) A program to encourage compliance with the belt usage requirement.

(d) An effective date of not later than September 1, 1989. (49 F.R. 28962—July 17, 1984. Effective: August 16, 1984)]

S4.2 Trucks and multipurpose passenger vehicles with GVWR of 10,000 pounds or less.

S4.2.1 Trucks and multipurpose passenger vehicles, with GVWR of 10,000 pounds or less, manufactured from January 1, 1972, to December 3., 1975. Each truck and multipurpose passenger vehicle with a gross vehicle weight rating of 10,000 pounds or less, manufactured from January 1,

SEATBUS.TXT

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

March 8, 1989

Laurel Osborne
P. O. Box 225
Galena, Alaska 99741

Dear Laurel:

Thank you for bringing to me your concern about seatbelts in school buses, particularly those under 10,000 pounds.

As you know, HB 105 excludes passengers in all school buses from the mandatory seatbelt requirements. I personally agree with you that seatbelt use should be required on the type II buses, but unfortunately mine is not a majority view. Other members of the committees considering the bill and members of the administration feel strongly that the testing done to date on the crash performance of small school buses is inconclusive. Nobody wanted to be in the position of enacting something that might cause people harm rather than protect them from harm.

However, I was successful in the adcption of a statement of intent to accompany the bill. The statement provides that once the National Transportation Safety Board issues its report on the crash performance of small school buses, state law will be reviewed for changes necessary to conform Alaska law to the NTSB recommendations.

HB 105 is being heard by the Senate Transportation Committee tomorrow; it then goes to the Senate Finance Committee for their consideration. It is my hope that it will be to the Senate floor for a vote soon.

Keep up the good work!

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

Seatbelts

SB 59 cont'd

Letter of Intent

It is the intent of the Legislature that Senate Bill 59 exempt school buses from the provisions of AS 28.05.095 until such time as the United States Department of Transportation, National Transportation Safety Board issues its report on the crash performance on small school buses.

At that time, AS 28.05.095 will be reviewed to determine what, if any, changes must be made to conform Alaska law to recommendations of the National Transportation Safety Board.

Zero fiscal note for the committee substitute forthcoming.

SENATE BILL NO. 59 was referred to the Rules Committee.

SB 70

The Finance Committee considered SENATE BILL NO. 70 (An Act relating to certain testing in contested paternity actions; amending Rule 35, Alaska Rules of Civil Procedure; and providing for an effective date) and a majority of the committee recommended it be replaced with

CS FOR SENATE BILL NO. 70 (Finance)

and do pass. The report was signed by Senators Uehling and Binkley, Co-Chairs, and concurred in by Senators Duncan and Pearce. Senators Zharoff and Frank signed "no recommendation."

Zero fiscal note for the committee substitute forthcoming.

SENATE BILL NO. 70 was referred to the Rules Committee.

SB 82

The Finance Committee considered SENATE BILL NO. 82 (An Act relating to loans and lending practices of the Alaska Commercial Fishing and Agriculture Bank; providing an exemption for the bank's membership stock and certain other securities issued by the bank from registration under the Alaska Securities Act; and providing for an effective date)

SB 82 cont'd

and a majority of the committee recommended do pass. The report was signed by Senators Uehling and Binkley, Co-Chairs, and concurred in by Senators Zharoff, Duncan, Frank and Pearce.

Previous zero fiscal note.

SENATE BILL NO. 82 was referred to the Rules Committee.

SB 98

The Community and Regional Affairs Committee considered SENATE BILL NO. 98 (An Act relating to the penalty imposed for certain traffic offenses) and a majority of the committee recommended do pass. The report was signed by Senator Adams, Chair, and concurred in by Senators Frank, Szymanski and Pearce. Senator Pourchot signed "no recommendation."

Fiscal note published today from Alaska Court System. Zero fiscal note published today from Department of Public Safety.

SENATE BILL NO. 98 was referred to the Judiciary Committee.

SB 105

The Community and Regional Affairs Committee considered SENATE BILL NO. 105 (An Act relating to unification of municipalities). Senator Adams, Chair, signed "do pass." Senators Pearce, Frank, Pourchot and Szymanski signed "no recommendation."

Zero fiscal note published today from Department of Community and Regional Affairs.

SENATE BILL NO. 105 was referred to the Rules Committee.

SCR 17

The Rules Committee considered SENATE CONCURRENT RESOLUTION NO. 17 (Supporting the development of Hatcher Pass Ski Area) and a majority of the committee recommended calendar. The report was signed by Senator Sturgulewski, Chair, and concurred in by Senators Kerttula, Elias on and Rodey.

MESSAGE

Date 2-27-89 Time 11:30 a.m.

For: Pat

From: Laurel Osborne

of Galena

Phone No. 656-1805

Telephoned (X)	Called to see you ( )
Please call ( )	Will Call Again ( )
Returned your call ( )	Urgent ( )

Message Approx. 1000 school kids (10-22 passengers) on small school buses (16,000 feds. mandate installation of seat belts) — SB 59 doesn't distinguish between these & traditional school buses.

Operator: ✓ doesn't mandate use

LAA-16

Send materials — also to Sturg. & Sen Transp & Binkley

P.O. Box 225
Galena, Alaska 99741

February 17, 1989

Senator Pat Pourchot
P.O. Box V
Juneau, Alaska 99811

Dear Senator Pourchot:

Approximately 1000 Alaskan children ride to school daily in school vans which are federally mandated to be equipped with seatbelts. The U.S. Department of Transportation further recommends in Standard 17 (enclosed) that all passengers riding these Type II school buses and vans wear their safety belts when the vehicle is in motion.

I understand that Romayne Kareen, representing the Department of Education, has urged the Senate Transportation Committee to exempt school buses from Senate Bill 59. As in the present Alaskan child restraint law, passengers in all school buses would be exempt from buckling up, without making a distinction between small school buses where seatbelts are provided by law and large school buses where they are not federally mandated. Senate Bill 59 already exempts vehicles not equipped with seatbelts, such as large Type I school buses.

I understand that Ms. Kareen stated that there are no seatbelt installation standards for small school buses. This statement is incorrect. I quote from a letter which Ms. Kareen wrote to me in September 1986:

> "Approximately 100 school buses weighing less than 10,000 pounds and for which the state is providing reimbursement, transport approximately 1,173 school children in Alaska. Federal Motor Vehicle Safety Standards require that school buses weighing less than 10,000 pounds be equipped by the manufacturer with safety restraints."

Federal Motor Vehicle Safety Standards No. 208, 209 and 210 are the standards applicable to seatbelt installation on small school buses. There are at present no seatbelt installation standards for large school buses, thus manufacturers use FMVSS No. 208, 209 and 210 as they apply to small school buses when supplying large belted buses. The state of Massachusetts has by law set belt installation standards for large buses consistant with those for small buses. Massachusetts and Oregon "umbrella" young children riding school vans under their child restraint laws.

I have tried to work with Ms. Kareen and the Alaska School Bus Safety Committee to encourage the use of seatbelts in school vans as recommended in Standard 17. I was shocked to learn at a public hearing by the Task Force on Seatbelts on School Buses in 1986 that members of the Safety Committee felt that seatbelts on small school buses were intended only for the use of special education children.

female

Pat argued this exactly in Transp Comm. Held bill over for further evidence — looked at nat'l studies. Studies inconclusive — more studies — exemption in CS not to be taken as belief that belts shouldn't be worn — renewed following conclusions. Pat's intent lang.

→ something that will cause more people harm. DOE etc. agreed to look at NTSB study — will into leg. if shows small buses

Dept Educ won't support bill w/out exemption for seatbelts. No conclusive evidence
Talked about incl. lang on small buses — Romayne - Canadian crash study not as conclusive as people say. Want to make sure not doing

Tom Hyatt stated that in Fairbanks seatbelts were buckled under school seats on regular runs so that the students could not use them.

I wrote to the National Highway Traffic Safety Administration (NHTSA) for a clarification of the agency's position on the use of seatbelts in small school buses. Chief Counsel Erika Jones responded in a letter written in May of 1987, which I forwarded to Ms. Kareen, and which stated:

> "...because small school buses experience greater force levels in a crash, passengers on these vehicles need the added safety benefits of the belts to mitigate against injuries and fatalities. Of course, the belts on small school buses provide safety benefits only if they are properly used. We thus recommend they be used by all pupils whenever the children are transported. This recommendation is consistant with Program Standard No. 17, which states, 'Passengers in Type II school vehicles equipped with lap belts shall be required to wear them whenever the vehicle is in motion.'" (enclosed)

I am very concerned about Ms. Kareen's suggestion that children should not be required to buckle up in their school vans because of the results of the Canadian Crash Tests of 1984. NHTSA published a report titled "Safety Belts in School Buses" in June of 1985 which warned "Taken together, the results of the Canadian tests should be viewed with caution."

To further clarify NHTSA's position, I telephoned their offices on February 17, 1989 and spoke to Jerry Tannahill, Division of Occupant Protection, Washington D. C. (202-366-2748) He said the NHTSA has not changed its position on the use of seatbelts in small school buses because of the Canadian Crash Tests. The agency continues to recommend the use of seatbelts by all occupants of Type II school vehicles. They feel that the Canadian tests were limited in that they only investigated frontal crashes and did not consider side impacts and rollovers where seatbelt use would have been beneficial.

If Senate Bill No. 59 is amended to exempt school buses, then a school child could be faced with the situation of being required to buckle up in the family van, while not being required to buckle up in his identical school van. This situation would send contradictory and confusing signals to the child concerning the use of restraints, as well as compromising his safety.

I urge you to not make an exemption for school buses on Senate Bill 59. The safety of Alaska's school children is at stake.

Sincerely yours,

Laurel Osborne

Laurel Osborne
656-1805

U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

MAY 27 1987

Ms. Laurel Osborne
Regional Coordinator
National Coalition for Seatbelts on School Buses
P.O. Box 225
Galena, Alaska 99741

Dear Ms. Osborne:

This responds to your January 29, 1987 letter to Mr. Barry Felrice, NHTSA Associate Administrator for Rulemaking, asking about our agency's position on safety belt use in small school buses (i.e., school buses with gross vehicle weight ratings (GVWR) of 10,000 pounds or less). Your letter has been referred to me for reply.

In your letter, you explain that you and the Alaska School Bus Safety Committee are interested in Alaska's implementation of Highway Safety Program Standard No. 17, Pupil Transportation Safety. You request clarification of NHTSA's position on safety belt use in small school buses because members of the committee believe that safety belts are provided on those buses only for the use of special education students. You also request information on safety belt education programs that schools could use to encourage the proper use of safety belts by student passengers in small school buses.

As you might know, NHTSA has two sets of regulations for school buses. The first set, issued under the authority of the National Traffic and Motor Vehicle Safety Act, applies to the manufacture and sale of new school buses and includes our motor vehicle safety standards for school buses. One of these safety standards is Federal Motor Vehicle Safety Standard No. 222, School Bus Passenger Seating and Crash Protection, which requires the safety belts for passengers on small school buses. The second set of regulations, issued under the Highway Safety Act, includes Highway Safety Program Standard No. 17 and relates to the use of school vehicles. Because requirements for the use of school buses are set by the states, Standard No. 17 sets forth recommendations to the states for the pupil transportation aspect of their highway safety programs. We encourage states to consider Standard No. 17's recommendations but do not insist on compliance with every aspect of the standard.

As you are aware, NHTSA does not believe that a Federal requirement for safety belts on large school buses (GVWR greater than 10,000 pounds) is necessary because large school buses are very safe vehicles due to their

mass, seating configuration and "compartmentalized" seating positions. However, because small school buses experience greater force levels in a crash, passengers on these vehicles need the added safety benefits of the belts to mitigate against injuries and fatalities. Of course, the belts on small school buses provide safety benefits only if they are properly used. We thus recommend they be used by all pupils whenever the children are transported. This recommendation is consistent with Program Standard No. 17, which states, "Passengers in Type II school vehicles equipped with lap belts shall be required to wear them whenever the vehicle is in motion." (IV.C.3.d(5).)

With regard to your question about belt education programs, NHTSA and the National PTA have put together a "Safety Belt A/V Resourse Kit" and a "Children's Training Kit" as part of our 1986 safety belt awareness campaign. The kit contains materials geared toward increasing safety belt use by children in passenger cars, and might be helpful in promoting belt usage in small school buses. I am sending you the resource kits by separate cover.

Further, some states have developed their own safety belt education programs for school children. The person in your state who might be able to provide you with more information on the programs available in Alaska is:

Ms. Romayne Kareen
Pupil Transportation Officer
Pouch F
State Office Building
Juneau, Alaska 99811
(907) 465-2890

Also, enclosed in this letter is a February 1986 NHTSA report entitled, "School Bus Safety Belts: Their Use, Carryover Effects and Administrative Issues." The report describes an exploratory study of the experiences of various school districts with safety belt programs for school buses. You might find the discussion of administrative and educational components of bus belt programs helpful.

I hope this information is of assistance. Please contact us if you have further questions.

Sincerely,

David W Aiken for

Erika Z. Jones
Chief Counsel

Enclosure

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

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See inside. Only a recommended Standard. NHTSH can't enforce.

HIGHWAY SAFETY PROGRAM
STANDARD 17
(As amended May 1973)

Pupil Transportation Safety

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety
Administration
Washington, D. C. 20590

PURPOSE

Standard 17 is designed to improve State programs for transporting pupils safely in urban and rural areas by setting requirements for proper and safe equipment; maintenance of equipment; selection, training, and supervision of drivers and maintenance personnel; and administrative provisions in the field of pupil transportation.

STANDARD

I. *Scope.* This standard establishes minimum requirements for a State highway safety program for pupil transportation safety; including the identification, operation, and maintenance of schoolbuses; training of personnel; and administration.

II. *Purpose.* The purpose of this standard is to reduce, to the greatest extent possible, the danger of death or injury to schoolchildren while they are being transported to and from school.

III. *Definitions.* "Type I school vehicle" means any motor vehicle with motive power, except a trailer, used to carry more than 16 pupils to and from school. This definition includes vehicles that are at any time used to carry schoolchildren and school personnel exclusively, and does not include vehicles that only carry schoolchildren along with other passengers as part of the operations of a common carrier.

"Type II school vehicle" means any motor vehicle used to carry 16 or less pupils to or from school. This does not include private motor vehicles used to carry members of the owner's household.

IV. *Requirements.* Each State, in cooperation with its school districts and its political subdivisions, shall have a comprehensive pupil transportation safety program to assure that school vehicles are operated and maintained so as to achieve the highest possible level of safety.

A. *Administration.* 1. There shall be a single State agency having primary administrative responsibility for pupil transportation, and employing at least one full-time professional to carry out its responsibilities for pupil transportation.

2. The responsible State agency shall develop an operating system for collecting and reporting information needed to improve the safety of school vehicle operations, in accordance with Safety Program Standard No. 10, "Traffic Records," § 204.4.

B. *Identification and equipment of school vehicles.* Each State shall establish and maintain compliance with the following requirements for identification and equipment of school vehicles. The use of stop arms is at the option of the State.

1. Type I school vehicles shall:

a. Be identified with the words. "School Bus," printed in letters not less than 8 inches high, located between the warning signal lamps as high as possible without impairing visibility of the lettering from both front and rear, and have no other lettering on the front or rear of the vehicle;

b. Be painted National School Bus Glossy Yellow, in accordance with the colorimetric specification of Federal Standard No. 595a, Color 13432, except that the hood shall be either that color or lusterless black, matching Federal Standard No. 595a, Color 37038;

c. Have bumpers of glossy black, matching Federal Standard No. 595a, Color 17038; unless for increased night visibility, they are covered with a retroflective material.

d. Be equipped with a system of signal lamps that conforms to the schoolbus requirements of Federal Motor Vehicle Safety Standard 108, 49 CFR 571.21; and

e. Have a system of mirrors that will give the seated driver a view of the roadway to each side of the bus, and of the area immediately in front of the front bumper, in accordance with the following procedure:

When a rod, 30 inches long, is placed upright on the ground at any point along a traverse line 1 foot forward of the forwardmost point of a schoolbus, and extending the width of the bus, at least 7½ inches of the length of the rod shall be visible to the driver, either by direct view or by means of an indirect visibility system.

2. Type I school vehicles that are operated by a privately or publicly owned local transit system, and used for regular common carrier transit route service as well as special school route service, shall meet all of the requirements of this standard, except as follows:

a. Such vehicles need not be painted yellow and black as required by paragraphs 1(b) and 1(c) of this section.

b. In lieu of the requirements of paragraph 1(a) of this section, such vehicles shall, while

transporting children to and from school, be equipped with temporary signs, located conspicuously on the front and back of the vehicle. The sign on the front shall have the words "School Bus" printed in black letters not less than 6 inches high, on a background of national school bus glossy yellow, as specified in paragraph 1(b) of this section. The sign on the rear shall be at least 10 square feet in size and shall be painted national school bus glossy yellow, as specified in paragraph 1(b) of this section, and have the words "School Bus" printed in black letters not less than 8 inches high. Both the 6-inch and 8-inch letters shall be Series "D" as specified in the Standard Alphabets—Federal Highway Administration, 1966.

c. Where such vehicles are used only in places where use of warning signal lamps is prohibited, they need not be equipped with the signal lamps required by paragraph 1(d) of this section.

3. Any school vehicle meeting the identification requirements of 1.a-d above that is permanently converted for use wholly for purposes other than transporting pupils to or from school shall be painted a color other than National School Bus Glossy Yellow, and shall have the stop arms, and equipment required by section IV.B.1.d, removed.

4. Type I school vehicles being operated on a public highway, and transporting primarily passengers other than school pupils shall have the words, "School Bus," covered, removed, or otherwise concealed, and the stop arms and equipment required by section IV.B.1.d shall not be operable through the usual controls.

5. a. Type II school vehicles shall either:

(1) Comply with all the requirements for Type I school vehicles; or

(2) Be of a color other than National School Bus Glossy Yellow, have none of the equipment specified in IV.B.1.d, and not have the words, "School Bus," in any location on the exterior of the vehicle, or in any interior location visible to a motorist.

b. The State shall establish conditions under which one or the other of the above two specifications for Type II vehicles shall apply.

C. *Operation.* Each State shall establish and maintain compliance with the following requirements for operating school vehicles:

1. *Personnel.* a. Each State shall develop a plan for selecting, training, and supervising persons whose primary duties involve transporting school pupils, in order to assure that such persons will attain a high degree of competence in, and knowledge of, their duties.

b. Every person who drives a Type I or Type II school vehicle occupied by school pupils shall, as a minimum:

(1) Have a valid State driver's license to operate such a vehicle(s);

(2) Meet all special physical, mental, and moral requirements established by the State agency having primary responsibility for pupil transportation; and

(3) Be qualified as a driver under the Motor Carrier Safety Regulations of the Federal Highway Administration 49 CFR 391, if he or his employer is subject to those regulations.

Imperative. See if Alaska requires it.

2. *Pupil instruction.* At least twice during each school year, each pupil who is transported in a school vehicle shall be instructed in safe riding practices, and participate in emergency evacuation drills.

3. *Vehicle operation.* a. Each State shall develop plans for minimizing highway use hazards to school vehicle occupants, other highway users, pedestrians, and property, including but not limited to:

(1) Careful planning and annual review of routes for safety hazards;

(2) Planning routes to assure maximum use of buses, and avoid standees;

(3) Providing loading and unloading zones off the main traveled part of highways, wherever it is practicable to do so;

(4) Establishing restricted loading and unloading areas for schoolbuses at, or near schools;

(5) Requiring the driver of a vehicle meeting or overtaking a schoolbus that is stopped on a highway to take on or discharge pupils, and on which the red warning signals specified in IV.B.1.d are in operation, to stop his vehicle before it reaches the schoolbus and not proceed until the warning signals are deactivated; and

(6) Prohibiting, by legislation or regulation, operation of any vehicle displaying the words, "School Bus," unless it meets the equipment and identification requirements of this standard.

b. Use of flashing warning signal lamps while loading or unloading pupils shall be at the option of the State. Use of red warning signal lamps for any other purpose, and at any time other than when the school vehicle is stopped to load or discharge passengers shall be prohibited.

c. When vehicles are equipped with stop arms, such devices shall be operated only in conjunction with red signal lamps.

d. *Seating.* (1) Seating shall be provided that will permit each occupant to sit in a seat in a plan view lateral location, intended by the manufacturers to provide seating accommodation for a person at least as large as a 5th percentile adult female, as defined in 49 CFR 571.3.

(2) Bus routing and seating plans shall be coordinated so as to eliminate standees when a school vehicle is in motion.

(3) There shall be no auxiliary seating accommodations such as temporary or folding jump seats in school vehicles.

(4) Drivers of school vehicles equipped with lap belts shall be required to wear them whenever the vehicle is in motion.

(5) Passengers in Type II school vehicles equipped with lap belts shall be required to wear them whenever the vehicle is in motion.

D. *Vehicle maintenance.* Each State shall establish and maintain compliance with the following requirements for vehicle maintenance:

1. School vehicles shall be maintained in safe operating conditions through a systematic preventive maintenance program.

2. All school vehicles shall be inspected at least semiannually, in accordance with Highway Safety Program Manual Vol. 1, published by the Department of Transportation January 1969. School vehicles subject to the Motor Carrier Safety Regulations of the Federal Highway Administration shall be inspected and maintained in accordance with those regulations (49 CFR Parts 393 and 396).

3. School vehicle drivers shall be required to perform daily pretrip inspections of their vehicles, and to report promptly and in writing any defects or deficiencies discovered that may affect the safety of the vehicle's operation or result in its mechanical breakdown. Pretrip inspection and condition reports for school vehicles subject to the Motor Carrier Safety Regulations of the Federal Highway Administration shall be performed in accordance with those regulations (49 CFR 392.7, 392.8, and 396.7).

V. *Program evaluation.* The pupil transportation safety program shall be evaluated at least annually by the State agency having primary administrative responsibility for pupil transportation. The National Highway Traffic Safety Administration shall be furnished a summary of each evaluation.

Statistics

School Transportation 1986 - 1987

State	Pupils Transported at Public Expense	Bus Ownership						Total Number of Buses	Total Miles of Service	Transportation Expenditures($) Including Capital Outlay
		District			Contractor					
		Type I	Type II	Total	Type I	Type II	Total			
Alabama	441,115	6,360	176	6,536	0	0	0	6,536	53,815,195	$65,661,209
Alaska	41,576	107	5	112	454	86	540	652	5,805,000	23,131,279[c]
Arizona[c]	205,251	370	3,085	3,455	67	0	67	3,522	32,961,729	50,189,410
Arkansas	264,474	N/A	N/A	N/A	N/A	N/A	N/A	4,179	38,202,000	48,635,662
California	1,094,367	10,969	2,586	13,555	3,447	3,314	6,761	20,316	277,969,108	649,325,896
Colorado	226,563	4,023	399	4,422	N/A	N/A	N/A	4,422	44,613,987	53,736,778
Connecticut	348,753	N/A	N/A	N/A	3,654	1,002	4,656	4,656	a	110,000,000
Delaware	83,683	339	30	369	898	41	939	1,308	16,427,596	27,742,101
Florida	759,388	8,042	300	8,342	649	0	649	8,991	123,150,130	226,361,097
Georgia	1,094,802	N/A	N/A	10,331	N/A	N/A	9	10,340	89,119,080	161,859,686
Hawaii	40,237	15	0	15	508	240	748	763	7,240,558	17,654,717
Idaho	122,400	1,476	10	1,486	528	10	538	2,084	20,665,380	25,651,630
Illinois	928,200	N/A	N/A	8,782	N/A	N/A	12,450	21,230	250,004,393	338,233,257
Indiana	681,491	7,307	160	7,467	2,484	N/A	2,484	9,951	65,796,194	186,240,690
Iowa	244,618	5,815	830	6,645	226	16	242	6,887	62,384,262	59,342,469
Kansas	162,633	558	3,452	4,010	N/A	N/A	1,261	5,271	41,671,097	51,550,057
Kentucky	454,501	7,164	472	7,636	174	11	183	7,819	78,831,900	97,033,965
Louisiana	536,765	3,237	121	3,358	3,742	140	3,882	7,240	65,108,194	123,779,963
Maine	170,240	198	1,738	1,936	56	403	459	2,395	29,436,474[c]	38,448,006
Maryland	447,399	2,478	14	2,492	2,597	47	2,644	5,136	79,450,533	113,379,689
Massachusetts	496,688	N/A	N/A	2,288	N/A	N/A	5,208	7,496	56,531,103	150,652,577[c]
Michigan	781,874	N/A	N/A	13,480	N/A	N/A	100	13,580	128,520,000	250,000,000
Minnesota	854,347	3,859	787	4,646	4,560	995	5,555	10,210	116,473,000[c]	171,611,076
Mississippi	361,580	N/A	N/A	5,200	2	0	2	5,202	41,322,249	55,439,819
Missouri	456,156	4,813	1,129	5,942	3,375	792	4,167	10,109	107,787,266	155,074,336
Montana	60,106	632	48	680	593	48	641	1,321	16,678,152[c]	17,068,680
Nebraska	263,588	N/A	N/A	N/A	N/A	N/A	N/A	3,552	29,927,872	32,534,089
Nevada	60,478	139	827	966	0	0	0	966	13,513,522	26,125,864
New Hampshire	100,000	291	29	320	1,327	353	1,680	2,000	13,500,000	26,650,547[c]
New Jersey	619,246	3,547	1,747	5,294	4,605	3,335	7,940	13,234	119,191,000	284,285,392[c]
New Mexico	136,792	503	71	574	1,240	303	1,543	2,117	29,260,071[c]	53,082,143
New York	1,917,619	11,539	3,663	15,202	N/A	N/A	12,000[b]	27,202	300,000,000[b]	906,259,719
North Carolina	686,089	13,153	0	13,153	0	0	0	13,153	118,429,680	118,538,141
North Dakota	49,619	1,231	168	1,399	448	61	509	1,908	25,676,000	24,343,508[c]
Ohio	1,296,806	10,866	154	11,020	440	38	478	11,958	162,371,000	268,958,350[c]
Oklahoma	298,862	6,701	87	6,788	N/A	N/A	N/A	6,788	58,139,408	66,395,099
Oregon	215,831	2,642	354	2,996	1,515	125	1,640	4,636	43,170,484[c]	71,473,317
Pennsylvania	1,337,637	4,915	232	5,147	12,508	2,934	15,442	20,589	252,957,803	382,454,715
Rhode Island[c]	90,000	N/A	N/A	270	N/A	N/A	1,080	1,350	N/A	N/A
South Carolina	138,783	5,950	13	5,963	18	338	356	6,319	67,309,575	54,652,962
South Dakota	47,466	1,138	101	1,239	391	27	418	1,657	18,707,420	18,607,477
Tennessee	552,996	4,860	151	5,011	1,390	150	1,540	6,551	74,273,760	77,013,202
Texas	1,010,000	22,932	1,558	24,490	631	25	656	25,146	200,899,300	196,119,499
Utah	153,273	1,429	67	1,496	78	2	80	1,576	18,176,856	28,988,429
Vermont	71,567	567	50	1,117	477	126	603	1,846	11,531,429	16,657,688
Virginia	735,553	8,866	410	9,276	281	0	281	9,567	84,194,110	153,656,936
Washington	365,920	5,204	385	5,589	660	151	811	6,400	69,293,757	132,882,016
Washington DC	5,161	N/A	N/A	N/A	N/A	N/A	N/A	148	2,020,000	N/A
West Virginia	278,380	2,721	296	3,017	0	63	63	3,080	37,746,950	84,132,950
Wisconsin	469,413	N/A	N/A	1,971	N/A	N/A	5,112	7,083	73,508,025[c]	120,252,435
Wyoming	42,203	1,183	327	1,510	32	14	46	1,556	15,145,940	26,208,211
TOTAL	22,602,499	178,139	26,032	246,993	54,055	15,190	106,463	361,998	3,690,908,522	$6,300,076,838

SOURCE: The National Association of State Directors of Pupil Transportation Services and Bobit Publishing Research Department.
[a]) Does not tabulate mileage at state level; [b]) Estimates by NYDOT range from 45% to 55% of all school buses are contractor-owned; [c]) Previous year's data shown.

P.O. Box 225
Galena, Alaska 99741

February 25, 1989

Senator Pat Pourchot
P.O. Box V
Juneau, Alaska 99811

Dear Senator Pourchot:

I am writing in support of House Bill 105, mandatory seatbelts. I have been involved in seatbelt education programs in the Galena School District since 1985 and feel a seatbelt use law will encourage more Alaskans to buckle up and thus save lives.

As Secretary and Regional Coordinator for the National Coalition For Seatbelts on School Buses, I support the installation of seatbelts on large Type I school buses. However, I feel that this issue should not be addressed in HB 105 because the issue is controversial and could damage the chances for passage of the bill.

Unfortunately, the language of the bill as amended in House Judiciary now excepts "passengers in a school bus" without making a distinction between passengers riding in Type II small school buses and vans where safety restraints are federally mandated and large Type I school buses where they are not.

There is no controversy surrounding the installation and use of seatbelts on small school buses. The issue was settled in 1977 by the National Highway Traffic Safety Administration (NHTSA) which issued Federal Motor Vehicle Safety Standard No. 222 which requires seatbelts on all school buses under 10,000 lbs. gross vehicle weight. School vans transporting less than 10 students cannot be certified as "school buses" by federal regulations and will be protected by HB 105. However, the approximately 1000 Alaskan school children who ride on approximately 100 Type II school vans daily will be discriminated against and denied the protection of the seatbelts already provided in their buses.

NHTSA continues to recommend seatbelt use by all children riding Type II school buses and vans as set forth in Standard 17. Jerry Tannahill, of NHTSA Occupant Protection, stated in a telephone conversation with me on February 17, 1989 that the Agency has not changed its position because of the Canadian Crash Tests in 1984. He said that the tests were limited in that they only addressed frontal crashes and did not consider side impacts and rollovers where belts would have been beneficial. He stressed that the Canadian tests should be viewed with caution.

There were problems with the Canadian Crash Tests other than those mentioned by NHTSA. Numerous rebuttals to the Canadian results have been written which address such points as:

1. The use of extremely stiff backed dummies which did not accurately model human spinal flexability.

2. Failure to adjust the seatbelts on belted dummies, resulting in the dummy sliding 10 inches on the seat before contacting the safety belt. A seatbelt must be snugly tightened against the body to be of benefit, particularly in a 30 mile per hour crash into a brick wall. The stiffness of the dummy coupled with the acceleration of the body into the seatbelt, may have helped contribute to the high head injury readings.

3. The six instrumented dummies used on each bus only had instrumentation on foreheads and chests--no other part of the body was monitored. Impacts received by the necks of unbelted dummies were not measured. Injuries occurring to unbelted dummies which were thrown into the aisles were not measured. Injuries sustained by an unbelted dummy sitting in the front seat of the school van, and which was thrown through the restraining barrier and landed upside down on top of the door opening mechanism were not measured.

I would be happy to provide you with rebuttals of the Canadian tests. No federal, state or local jurisdiction has either removed safety belts from school vans or recommended against their use because of the Canadian tests.

Clearly, the exemption of school children riding in Type II school buses is unwise, especially given this Legislature's committment to the safety and well-being of Alaska's children.

School bus safety advocates would be satisfied with an amendment reading "except passengers in large Type I school buses weighing over 10,000 lbs." or similar wording to that effect. I sincerely hope that the Mandatory Seatbelt Law passes this year and I hope that with your support, those 1000 Alaskan school children riding Type II small school buses and vans will not be forgotten.

Sincerely,

Laurel Osborne

Laurel Osborne, Chairman
Galena School Bus Safety Committee
Secretary, National Coalition For Seatbelts on School Buses

656-1805

servicing. The ceiling will have 1½" fiberglass insulation and foam padding covered with transportation vinyl material to match the school bus seats. Above the entrance door and rear emergency exit will also be padded and covered with matching material.

ENTRANCE DOOR AND STEP

The front passenger door shall be hand-operated from the driver's position with a mechanical door control. The mechanism shall be adjustable for length. The door shall be adequately reinforced to accept the mechanism. The mechanism shall be bolted in place. A step has been added to create a three step entrance.

EMERGENCY DOOR

The chassis (van) provided rear door(s) is (are) modified for operation as an emergency door. The emergency door meets Federal Motor Vehicle Safety Standards for school buses.

ELECTRICAL

Circuits are protected by circuit breakers. All wiring is color-coded. There are two dome lights in the passenger compartment. The school bus warning light system switch is within easy reach of the driver.

SIDE WINDOWS

Eight (8) split sash windows are installed. The sash is lowered from the top by metal latches.

SEATS

Eight (8) seats, 26" minimum cushion width, are foward facing. *Each passenger position is equipped with a seat belt. There is a minimum center aisle of 16 inches.

MIRRORS

The interior mirror is the chassis (van) manufacturer's standard interior mirror. The exterior mirrors are 6" x 9" below eye-line mirrors on left and right side. An 8" convex crossover mirror is mounted on the driver side.

SUNVISOR

Chassis (van) supplied.

WIPERS

Chassis (van) supplied. Two speed electric with washer.

WINDSHIELD

Chassis (van) supplied.

CHASSIS

Conversion available on GMC, Chevrolet, Ford and Dodge vans that meet federal school bus requirements.

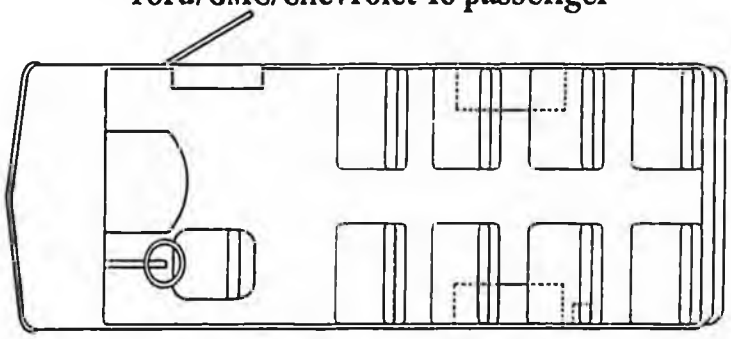
COLOR

Exterior is National School Bus yellow. Wheels and bumpers to be chassis (van) standard color, unless optional color is required. Chassis (van) areas around dash, inside doors and stepwell will be chassis (van) supplied color. Interior ceiling is tan. Seat frames are black.

MISCELLANEOUS

- ☐ Certificate holder is mounted in the drivers area.
- ☐ Roof signs mounted front and rear with warning lights. To be installed in a manner not to create leaks.
- ☐ Lettering meets state school bus requirements.
- ☐ Spare is optional (will be loaded loose).
- ☐ Driver seat is chassis (van) supplied.
- ☐ Heater is chassis (van) supplied.
- ☐ Safety equipment is optional: Must specify 10 unit or 16 unit—First aid kit.
- ☐ Super vans must be ordered for 18 or 20 passengers.

Ford/GMC/Chevrolet 16 passenger



NATIONAL
COACH CORPORATION

Corporate Office: 130 W. Victoria, Gardena, California 90248. Phone (800) 682-4100 In California, (800) 682-3100
Regional Offices: Boca Raton, Boston, Chicago, Dallas, Los Angeles, San Francisco, and Washington D.C.

The School Bus.

The 16 passenger type II (type A) school bus meets federal D.O.T. requirements for buses with a GVWR of 10,000 pounds or less.

BODY FRAME STRUCTURE

1½" x 2" (16g.) formed angle will run longitudinal between the window frame and floor. The seat rail will be ⅛" x 1½" x 1½" formed steel angle running front to rear just above the wheelhouse for seat frame attachment. A 1" x 2" rectangular tube will run vertically from the floor to the window post.

ROOF STRUCTURE

Five (5), 1" x 2" (16g.) rectangular tube roof bows to tie in with the window frame structure. These are in addition to the existing chassis (van) roof support members. A certification of our testing is available upon request.

WINDOW FRAME

A one piece structure using 1½" x 2" (16g.) rectangular tube as the header (top) and window post. The bottom and the front portions of the structure is a 1½" formed steel, 16 gauge channel. The rear vertical portion of the structure is a 1½" x 2½" formed steel L shaped 16 gauge channel. The windows will remove from the outside for repairs.

FLOOR

The floor of the van shall be made level with ½" exterior grade plywood over the steel floor, also adding strength and insulation. In the underseat area, the floor is covered with black rubber covering having a minimum overall thickness of .125 inch (⅛"). In the aisle, the black rubber covering is non-skid, wear resistant and ribbed. The minimum overall thickness is .1875 inch (3/16"). A 1½" white nosing is installed in the floor at the entrance door.

INTERIOR FINISH

The walls below the windows to the floor will be covered with embossed aluminum. The window post will be painted. The rear corners will be finished with padded panels from floor to ceiling that can be removed for rear light

NATIONAL
COACH CORPORATION

SEATBUS.TXT

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

March 8, 1989

Elrita J. Magoffin
Box 80322
Fairbanks, Alaska 99708

Dear Elrita:

Thank you for bringing to me your concern about seatbelts in school buses, particularly those under 10,000 pounds.

As you know, HB 105 excludes passengers in all school buses from the mandatory seatbelt requirements. I personally agree with you that seatbelt use should be required on the type II buses, but unfortunately mine is not a majority view. Other members of the committees considering the bill and members of the administration feel strongly that the testing done to date on the crash performance of small school buses is inconclusive. Nobody wanted to be in the position of enacting something that might cause people harm rather than protect them from harm.

However, I was successful in the adoption of a statement of intent to accompany the bill. The statement provides that once the National Transportation Safety Board issues its report on the crash performance of small school buses, state law will be reviewed for changes necessary to conform Alaska law to the NTSB recommendations.

HB 105 is being heard by the Senate Transportation Committee tomorrow; it then goes to the Senate Finance Committee for their consideration. It is my hope that it will be to the Senate floor for a vote soon.

Keep up the good work!

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

Feb. 28, 1988

Elrita J. Magoffin
Box 80322
Fairbanks, Alaska 99708

Sen. Pat Pourchot
Transportation Committee
P.O. Box V
Juneau, Alaska 99811

Dear Senator Pourchot:

I understand that HB 105, The Mandatory Seat Belt Law, will now be routed through the Senate Transportation Committee and the Senate Finance Committee before coming to the House Floor. While I am in support of this bill, I have a serious concern about its present form.

There is a serious flaw in the ammendment to exempt all school buses. As you know, there are two types of school busses, the type I school bus that includes all busses over 10,000 pounds and the type II bus that includes all busses under 10,000 pounds. The type II (small busses) should definitely not be exempted. These busses have been equipped with belts since the new federal safety standard came into effect in 1977. In 1983 the National Transportation Safety Board sent a strong recommendation to the governors of all 50 states that passengers in small school busses and school vans be required to use available restraint systems whenever the vehicle is in motion. In this recommendation, they noted that because of the smaller and lighter construction of these vehicles, less crash protection is available and passengers and drivers must be required to wear the restraints. In the June 1985 report "Safety Belts In School Buses", the National Highway Traffic Safety Administration also encouraged all passengers in type II buses to wear their belts whenever the vehicle is in motion since these vehicles are similar to passenger cars. That agency stands by this recommendation to date.

If Alaska exempts small school busses in their mandatory seat belt law, it will be the only state in union to do so. It would be discriminatory to require children to buckle up in their family van (as required by Child Passenger Restraint Law) and not to buckle up in their very similar small school bus. There are approxiamately 100 small school busses in the state carrying about 1000 children. It also seems like there would be a liability problem considering the NHSTA recommendations.

When HB 105 comes to your committee, please carefully consider this exemption. I am confident that you will act in the best interest and safety of Alaska's school children.

Sincerely,

Elrita J. Magoffin

Elrita J. Magoffin

SB59JENS.TXT

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

March 22, 1989

Jeremy Downie
108 Shuler Drive
Sitka, Alaska 99835

Dear Jeremy:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

Senator Pat Pourchot
Chairman

PP/ss

SB59SENS.TXT rec 3/22

108A Shuler Drive
Sitka, Ak. 99835
March 2nd 1989

Alaska State Legislature
P.O. Box V (ms 3100)
Juneau, Alaska 99811

Dear Senator Pat Pourchot:
I am a Blatchley Junior high school student at sitka.

I think you should pass the SB 59 mandatory seat belt bill. Many people die each year from car accident because they don't take the time to put their seat belt on. Some people don't care whether they die or not.

Thank you for taking the time to read this

Sincerely
Jeremy Downie

Jeremy DOWNIE

SEATNO.TXT

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Richard Payton
672 Fairbanks Street
Anchorage, Alaska 99501

Dear Richard:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Kathryn Gerlek
816 Colwell Street
Anchorage, Alaska 99501

Dear Kathryn:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

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Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

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Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

John Pratt
1557 Sunrise Drive
Anchorage, Alaska 99508

Dear John:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

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Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Tammi Lindsey
1300 W. 7th Avenue, #407
Anchorage, Alaska 99501

Dear Tammi:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Anne VerHoef
1675 Sitka Street, #303
Anchorage, Alaska 99501

Dear Anne:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

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Sincerely,

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Dana Stewart
P. O. Box 112456
Anchorage, Alaska 99511

Dear Dana:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

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Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Gary Miller
602 North Hoyt
Anchorage, Alaska 99508

Dear Gary:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Jeffrey Mayhook
1610 West 14th
Anchorage, Alaska 99501

Dear Jeffrey:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Edwina Klemm
1640 Eastridge Drive
Anchorage, Alaska 99501

Dear Edwina:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Robert Willet
PO Box 241341
Anchorage, Alaska 99524

Dear Robert:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Carol Jensen
8451 Greenhill Way
Anchorage, Alaska 99502

Dear Carol:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Mark Beltz
343 West 12th Avenue
Anchorage, Alaska

Dear Mark:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Esther Kaloa
1561 Nelchina
Anchorage, Alaska 99501

Dear Esther:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Marjorie Farber
3958 Reka Drive, 2-A
Anchorage, Alaska 99508

Dear Marj:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Donald Dippe
2841 DeBarr Road, $35
Anchorage, Alaska 99508

Dear Donald:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Richard Payton
672 Fairbanks Street
Anchorage, Alaska 99501

Dear Richard:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

Alaska State Legislature
Senate Committee on
State Affairs
P.O. Box V
Juneau, Alaska 99811

Richard Payton
672 Fairbanks St.
Anchorage, AK 99501

PAY 22
NO SUCH #---UNCLAIMED---UNKNOWN---
REFUSED-----NO MAIL RECEPTACLE---
VACANT-------ORDER EXPIRED---------
INSUFFICIENT ADDRESS---------------
INTTIAL FT # 163

SB 59 opp. TXT

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

April 7, 1989

Donald W. Dippe
2841 DeBarr Road, #35
Anchorage, Alaska 99508

Dear Donald:

Thank you for contacting me to express your views on HB 105, which would require the use of seatbelts in motor vehicles.

I recognize that there are strong personal liberties arguments to be made on this issue. However, in my opinion, the health and safety considerations provide stronger arguments. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I supported the bill in State Affairs Committee and intend to vote for it when it comes to the Senate floor. I do, however, understand your position and thank you again for sharing your concerns with me.

Sincerely,

Senator Pat Pourchot
Chairman

~~SB590PP.TXT~~

SB590PP.TXT

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: DONALD W. DIPPE
TITLE:
ADDRESS: 2841 DEBARR ROAD #35
CITY: ANCHORAGE ZIP: 99508
PHONE: 264-1405
BILL NO: HB 105
SUBJECT: MANDATORY SEATBELTS
MESSAGE: PLEASE VOTE AGAINST PASSAGE OF THIS BILL. SUPPORT DRIVER EDUCATION IN THE WEARING OF SEATBELTS AND MAKE THEM COMPULSARY FOR STUDENTS IN BUSES AND DRIVERS OF PUBLIC TRANSPORTATION.

RECEIVED APR 5 1989

SA
D-12

POMID: 03144428
DATE: 04/04/89
TIME: 14:44:28
LIONAME: ANCHORAGE LIO

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SB59JENS.TXT

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

March 8, 1989

Marjorie C. Farber
3958 Reka Drive, 2-A
Anchorage, Alaska 99508

Dear Marj~~orie~~:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is scheduled for a hearing tomorrow in the Senate Transportation Committee. From there it will go to the Senate Finance Committee. I am hoping that the committees will take quick action on the bill and that it will be signed into law this session.

Thanks again for sharing your views.

Sincerely,

Senator Pat Pourchot
Chairman

PP/ss

Thanks for your work for our condo association

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: MARJORIE C FARBER
TITLE:
ADDRESS: 3958 REKA DR, 2-A
CITY: ANCHORAGE ZIP: 99508
PHONE: 333-2430
BILL NO:
SUBJECT: HB 105
MESSAGE: I BELIEVE IT IS A LIFE SAVING DEVICE AND SHOULD BE MADE MANITORY FOR ALL PERSONS IN A VEHICLE.

POMID: 03142418
DATE: 03/04/89
TIME: 14:24:18
LIONAME: ANCHORAGE LIO

SA-D

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ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

March 13, 1989

Esther O. Kaloa
1561 Nelchina
Anchorage, Alaska 99501

Dear Esther:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Transportation Committee. From there it will go to the Senate Finance Committee. I am hoping that the committees will take quick action on the bill and that it will be signed into law this session.

Thanks again for sharing your views.

Sincerely,

Senator Pat Pourchot
Chairman

PP/ss

SB59Jens.txt

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: ESTHER O. KALOA
TITLE:
ADDRESS: 1561 NELCHINA
CITY: ANCHORAGE ZIP: 99501
PHONE: 274-5395
BILL NO: HB 105
SUBJECT:
MESSAGE: I WOULD LIKE YOUR SUPPORT CSHB 105.

D-12
SA

POMID: 03131731
DATE: 03/10/89
TIME: 13:17:31
LIONAME: ANCHORAGE LIO

RECEIVED MAR 10 1989

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ZHAROFF

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3/13

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ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

April 3, 1989

Mark Beltz
343 West 12th Avenue
Anchorage, Alaska

Dear Mark:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

SB59JENS.TXT

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: MARK ALBERT BELTZ
TITLE:
ADDRESS: 343 WEST 12TH AVE
CITY: ANCHORAGE ZIP: 99501
PHONE: 272-5363
BILL NO: HB 105
SUBJECT: MANDATORY SEATBELTS
MESSAGE: GET THIS PASSED AND MAKE IT A LAW QUICKLY. LET'S GET THIS SIGNED AND PUT INTO LAW BY THE GOVERNOR.

POMID: 03151628
DATE: 03/29/89
TIME: 15:16:28
LIONAME: ANCHORAGE LIO

RECEIVED MAR 30 1989

D-12
SA-FIT

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TXT

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

February 13, 1989

Carol A. Jensen
8451 Greenhill Way
Anchorage, Alaska 99502

Dear Carol:

Thank you for contacting me to express your views on SB 59, which would require the use of seatbelts in motor vehicles.

As you may have heard, SB 59 moved out of the Senate State Affairs Committee earlier this week, and is now being considered by the Transportation Committee. I supported the bill in State Affairs Committee and intend to vote for it when it comes to the Senate floor.

I recognize that there are strong personal liberties arguments to be made on this issue. However, in my opinion, the health and safety considerations provide stronger arguments. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

I would point out that despite what may have been reported by the Alaska news media recently, barring a change in federal law all passenger vehicles manufactured after September 1, 1989 will be equipped with passive restraint systems (either air bags or automatic seatbelts). It is evident that the auto industry began its mandatory seatbelt work in an effort to avoid airbags. However, at this point it is clear that the terms of the federal law that allowed mandatory seatbelt laws in lieu of airbags will not be met. I would also point out that while airbags are fairly effective in head-on collisions, their effectiveness, particularly in other types of collisions, is greatly enhanced if a seatbelt is being worn.

Carol, thanks again for sharing your views.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

Sister Pat Pinchot

Carol A. Jensen
8451 Greenhill Way
Anchorage, Alaska 99502
(907) 344-7078

February 6, 1989

TO: Senate State Affairs Committee; Transportation Committee

RE: SB 59 - Mandatory Seat Belt Law

I had been opposed to the above bill on the grounds that I felt it was an outrageous infringement on personal rights and because it is for the most part unenforceable. Even though I always wear my seat belt, I think the government is overstopping its bounds into the privacy of the individual when they try to make them strap themselves in.

After reading the article in the January 21 edition of the Anchorage Daily News regarding the lobbying money and efforts of the auto industry to get this legislation passed, I am even more opposed. I do not want to see the air bag requirement lifted in Alaska. I firmly believe air bags are much better than seat belts because 1) they inflate on impact, thereby eliminating the dependence on a human to activite them, and 2) they are more efficient in preventing serious injury. I have known several people personally and heard of a great many more who were more seriously injured in an accident because they were wearing a seat belt.

I can't understand Sen. Sturgulewski's claim that she doesn't "see the hidden motives or undue influence" by the auto companies in the campaign to get this legislation on the books. The strongest lobbyest (AK Safety Belt Use Coalition) admits their money is coming directly from the auto industry; some of the other individuals and groups pushing for the bill are also paid by auto companies or related businesses. It is well known that the auto industry is opposed to putting air bags in vehicles and has been spending a great deal of money to lobby states to pass mandatory seat belt laws.

Please do what you can to stop this legislation and save lives by allowing the air bags to be mandatory in vehicles in Alaska.

Thank you for your time and consideration.

Sincerely,

Carol Jensen

Carol Jensen

SB59JENS.TXT

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

February 15, 1989

Robert Willet
P. O. Box 241341
Anchorage, Alaska 99524

Dear Robert:

Thank you for contacting me to express your views on SB 59, which would require the use of seatbelts in motor vehicles.

I recognize that there are strong personal liberties arguments to be made on this issue. However, in my opinion, the health and safety considerations provide stronger arguments. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use. Therefore, I supported the bill in State Affairs Committee and intend to vote for it when it comes to the Senate floor.

Robert, I do appreciate you sharing your views.

Sincerely,

Senator Pat Pourchot
Chairman

PP/ss

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: ROBERT WILLET
TITLE:
ADDRESS: PO BOX 241341
CITY: ANCHORAGE ZIP: 99524
PHONE: 274-2905
BILL NO:
SUBJECT: SEAT BELT PROPOSALS
MESSAGE: I HAVE A PROBLEM WITH THIS BECAUSE GOVERNMENT IS TRYING TO TAKE AWAY OUR FREEDOM OF CHOICE. THE BILL HAS WORDING IN IT WHICH WOULD PENALIZE DRIVERS WHO ARE NOT BUCKLED UP (BY WAY OF FINES.) THE BILL DOES NOT INCLUDE INSURANCE LIABILITY BREAKS IN DIRECT PROPORTION TO THE NUMBER OF TRAFFIC DEATHS AND INJURIES AND THUS, THE BILL IS BIASED AND UNFAIR. FURTHER CONSIDERATION ON THIS MATTER WOULD BE APPROPRIATE SO PEOPLE WOULD GET A BENEFIT FROM THIS LAW.

POMID: 03100327
DATE: 02/13/89
TIME: 10:03:27
LIONAME: ANCHORAGE LIO

D-12?
not registered.

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	ELLIS	UEHLING
	BROWN	

SB59 Jens.txt

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

March 28, 1989

Edwina Klemm
1640 Eastridge Drive
Anchorage, Alaska 99501

Dear Edwina:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

SB59Jens.tx

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

Eastridge Drive

NAME: EDWINA KLEMM
TITLE:
ADDRESS: 1640 EAST RIDEGE DRIVE
CITY: ANCHORAGE ZIP: 99501
PHONE: 272-4274
BILL NO: HB 105
SUBJECT: MANDATORY SEATBELTS
MESSAGE: URGE YOU TO VOTE IN FAVOR OF HB 105, MANDATORY SEATBELT USE.

D-12
SA-F4/I

POMID: 03112136
DATE: 03/27/89
TIME: 11:21:36
LIONAME: ANCHORAGE LIO

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UEHLING
ZHAROFF

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ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

March 22, 1989

Jeffrey Mayhook
1610 West 14th
Anchorage, Alaska 99501

Dear Jeffrey:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

Senator Pat Pourchot
Chairman

PP/ss

SB59 JENS.TXT

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: JEFFREY MAYHOOK
TITLE:
ADDRESS: 1610 W. 14TH
CITY: ANCHORAGE ZIP: 99501
PHONE: 279-5528
BILL NO: HB 105
SUBJECT: MANDATORY SEATBELTS
MESSAGE: PLEASE VOTE IN FAVOR OF HB 105 THAT WILL BE BEFORE THE SENATE SOON.

D-12
SA?

POMID: 03090919
DATE: 03/20/89
TIME: 09:09:19
LIONAME: ANCHORAGE LIO

COPIES: SENATOR

UEHLING

RECEIVED MAR 20 1989 3/22

Sen Transp — changed insurance provision to something dept. should look at rather than do.

Sen Fin - debating rural exemption

SB59JENS.TXT

ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

March 8, 1989

Gary Miller
602 North Hoyt
Anchorage, Alaska 99508

Dear Gary:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is scheduled for a hearing tomorrow in the Senate Transportation Committee. From there it will go to the Senate Finance Committee. I am hoping that the committees will take quick action on the bill and that it will be signed into law this session.

Thanks again for sharing your views.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

Dear Gary,
Hope all is going well.
Pat

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: GARY MILLER
TITLE:
ADDRESS: 602 NORTH HOYT
CITY: ANCHORAGE ZIP: 99508
PHONE: 277-0032
BILL NO: HB 105
SUBJECT: MANDATORY SEATBELTS
MESSAGE: PLEASE, PLEASE, PLEASE LET'S HAVE A SEATBELT LAW IN ALASKA. EVERY TIME I USE MY SEATBELT, I FEEL ALOT SAFER. WHEN OTHERS DON'T, IT IS VERY SCARY. IT WILL ALSO SAVE ALL ALASKANS MONEY ON INSURANCE. IF YOU TRULY CARE ABOUT SAVING LIVES, VOTE FOR HB 105.

SA - D13

POMID: 03120454
DATE: 03/06/89
TIME: 12:04:54
LIONAME: ANCHORAGE LIO

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RODEY
STURGULEWSKI
SZYMANSKI
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ZHAROFF

Melissa 3/8
- Sen Transp 3/9
- H. has insurance provision - concern might be unreasonable limitation on fine for child safety seat

Sen - allow mail in ballot for both

SB59JENS.TXT

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

April 7, 1989

Dana Stewart
P. O. Box 112456
Anchorage, Alaska 99511

Dear Dana:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

Senator Pat Pourchot
Chairman

PP/ss

SB59 Jens.TXT

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: DANA STEWART
TITLE:
ADDRESS: P.O. BOX 112456
CITY: ANCHORAGE ZIP: 99511
PHONE: 345-6398
BILL NO: HB 105
SUBJECT: MANDATORY SEATBELTS
MESSAGE: I AM IN FAVOR OF THE SEATBELT LAW.

RECEIVED APR 5 1989

POMID: 03153528
DATE: 04/04/89
TIME: 15:35:28
LIONAME: ANCHORAGE LIO

COPIES: SENATORS

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ZHAROFF

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ALASKA STATE LEGISLATURE

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

March 28, 1989

Anne VerHoef
1675 Sitka Street, #303
Anchorage, Alaska 99501

Dear Anne:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

Senator Pat Pourchot
Chairman

PP/ss

SB59JENS.TXT

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: ANNE VER HOEF
TITLE:
ADDRESS: 1675 SITKA STREET, #303
CITY: ANCHORAGE ZIP: 99501
PHONE: 278-4152
BILL NO: HB 105
SUBJECT: MANDATORY SEATBELTS
MESSAGE: I SUPPORT THE SAFETY BELT USE LAW.

RECEIVED MAR 2 2 1989

POMID: 03120959
DATE: 03/22/89
TIME: 12:09:59
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