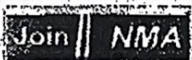




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NATIONAL MOTORISTS ASSOCIATION

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*"Those who would give up
essential liberty for safety
deserve neither"*
Ben Franklin

Member
United Auto Workers
Local 1112

NMA Position on Seatbelt Laws

The NMA supports the contention that individuals should retain the freedom and responsibility to make choices affecting their own safety and the safety of their families. At each stage of the evolution of mandatory seatbelt laws we warned that this was an incremental process that would eventually lead to heavy handed enforcement practices and onerous penalties. Our predictions are proving correct.

First it was child restraint laws because "the children are not capable of making these decisions themselves and too many parents are irresponsible." Next it was "secondary" enforcement of belt laws, just as a means to "encourage" the use of seatbelts. Fines are being increased. "Primary" enforcement is giving police the excuse to pull anyone and everyone over on the pretext of a seatbelt violation. Thousands of roadblocks have been erected to force compliance with seatbelt laws. Violation points toward suspension of driver licenses and photo/video enforcement are the next likely escalations of this process.

The NMA encourages seatbelt use, but it does not support mandatory seatbelt laws and the intrusive and punitive policies they spawn.

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NATIONAL MOTORISTS ASSOCIATION

Advocating, Representing, and Protecting the Interests of North American Motorists

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Primary seatbelt law opposition

Intrusive:

The Fourth Amendment gives you the right to privacy, everywhere. Keeping us safe from ourselves is not a legitimate function of government in a free society.

Restrictive:

Loss of personal choice and basic civil liberties, for ourselves, and our families.

Roadblocks checkpoints:

The motoring public would have to endure unnecessary stops and delays and ticketing for this government created offense. Penalties and fines are sure to escalate, and police resources could be put to much better use.

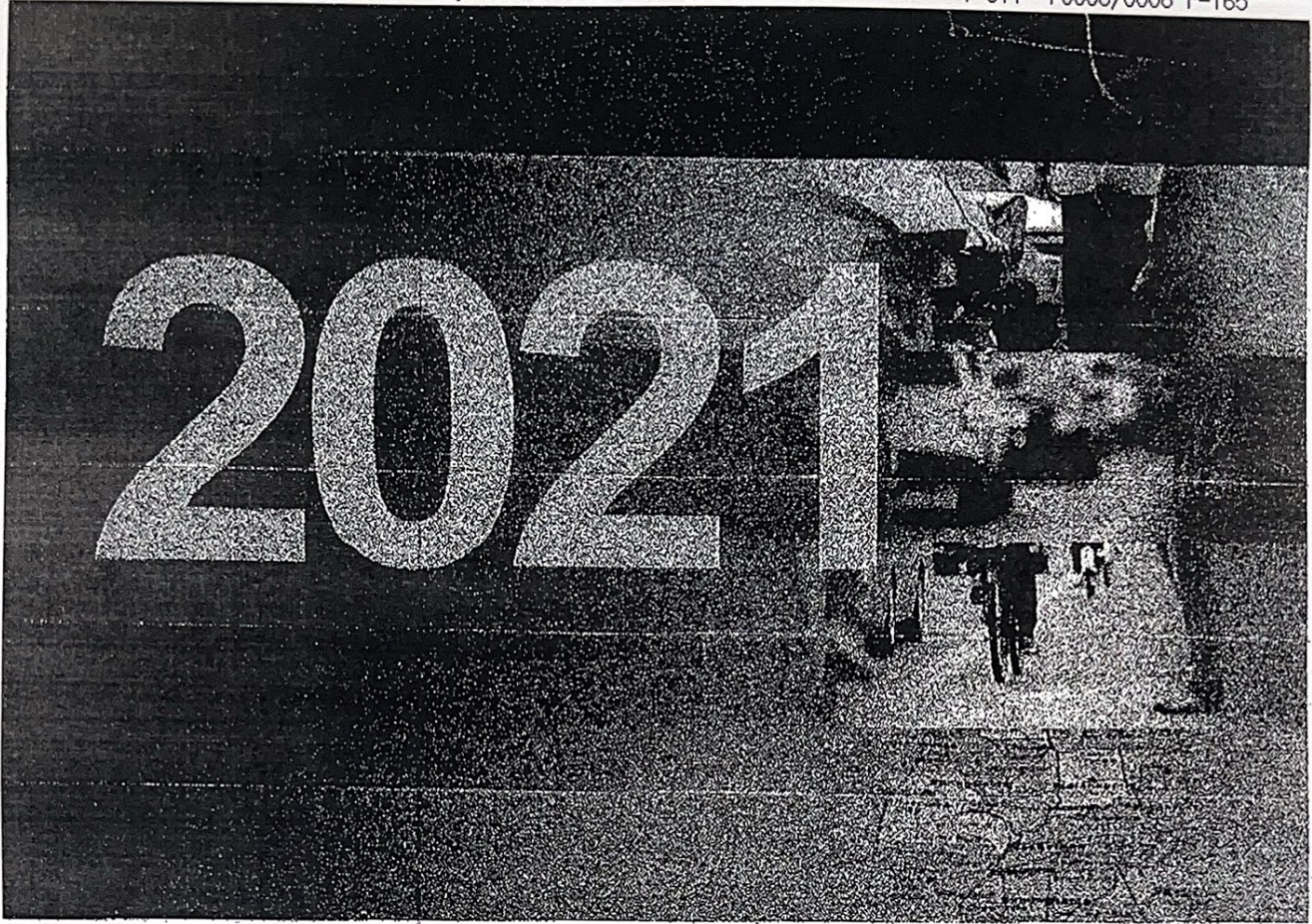
Insurance charges:

Since insurance interests are involved in this venture, insurance surcharges or worse, denial of legitimate claims are possible in the future.

No justification for change in law:

For years we have been assured that revenue generation is not a factor in this issue, but instead that it's only about safety.

The following information consists of government tabulated numbers and is available to the general public online, or in printed publication. I'm not an attorney, just a concerned citizen, but these numbers seem to suggest that this type of legislation has not been a sweeping success.



Traffic Safety Facts 2021

A Compilation of Motor Vehicle Traffic Crash Data



U.S. Department of Transportation
National Highway Traffic Safety
Administration



1. Trends

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2021

Year	Restraint Use						Total	
	Seat Belt		Unknown		Unknown		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
1975	2,580	6.6	29,713	64.3	13,931	30.1	46,224	100.0
1976	2,059	4.5	29,908	64.7	14,239	30.8	46,206	100.0
1977	1,895	3.9	33,013	67.3	14,154	28.8	49,062	100.0
1978	1,878	3.6	37,610	72.3	12,510	24.1	51,998	100.0
1979	1,680	3.2	38,326	73.5	12,123	23.3	52,129	100.0
1980	1,481	2.9	37,890	73.9	11,935	23.3	51,306	100.0
1981	1,488	2.9	38,353	75.6	10,905	21.6	50,746	100.0
1982	1,513	3.3	33,795	74.6	10,012	22.1	45,320	100.0
1983	1,834	4.2	32,333	73.9	9,919	22.5	44,086	100.0
1984	2,755	6.0	32,980	71.3	10,526	22.8	46,261	100.0
1985	6,169	13.3	29,706	64.0	10,566	22.8	46,443	100.0
1986	10,891	22.2	28,778	58.5	9,498	19.3	49,167	100.0
1987	14,472	28.5	28,156	55.4	8,150	16.1	50,778	100.0
1988	16,946	32.6	28,148	54.2	6,842	13.2	51,936	100.0
1989	17,542	34.5	26,787	52.7	6,474	12.7	50,793	100.0
1990	18,340	37.1	24,706	50.0	6,348	12.9	49,394	100.0
1991	18,456	40.3	21,844	47.7	5,504	12.0	45,804	100.0
1992	19,104	43.2	19,838	44.9	5,288	11.9	44,210	100.0
1993	20,930	46.2	19,141	42.9	5,196	11.5	45,267	100.0
1994	22,759	49.1	18,950	40.9	4,629	10.0	46,338	100.0
1995	24,160	50.1	19,433	40.3	4,663	9.7	48,256	100.0
1996	25,206	51.7	18,760	38.5	4,747	9.7	48,713	100.0
1997	25,313	52.3	18,286	37.8	4,799	9.9	48,398	100.0
1998	25,854	53.7	17,601	36.6	4,699	9.8	48,154	100.0
1999	25,498	53.4	17,693	37.1	4,552	9.5	47,743	100.0
2000	26,690	55.5	16,995	35.4	4,369	9.1	48,054	100.0
2001	27,222	56.5	16,528	34.3	4,398	9.1	48,148	100.0
2002	27,812	57.0	16,711	34.2	4,275	8.8	48,798	100.0
2003	28,822	59.3	15,491	31.9	4,281	8.8	48,594	100.0
2004	29,072	60.6	15,120	31.5	3,743	7.8	47,935	100.0
2005	29,263	61.1	14,985	31.3	3,677	7.7	47,925	100.0
2006	28,283	60.9	14,436	31.1	3,750	8.1	46,469	100.0
2007	27,622	62.1	13,215	29.7	3,647	8.2	44,484	100.0
2008	24,649	62.4	11,770	29.8	3,055	7.7	39,474	100.0
2009	22,963	63.4	10,486	28.9	2,773	7.7	36,222	100.0
2010	22,712	64.7	9,598	27.3	2,785	7.9	35,095	100.0
2011	22,183	65.0	9,321	27.3	2,603	7.6	34,107	100.0
2012	23,191	65.5	9,431	26.6	2,779	7.9	35,401	100.0
2013	23,089	66.6	8,729	25.2	2,842	8.2	34,660	100.0
2014	23,347	67.0	8,636	24.8	2,859	8.2	34,842	100.0
2015	26,084	67.8	9,162	23.8	3,205	8.3	38,451	100.0
2016	27,672	67.9	9,670	23.7	3,426	8.4	40,767	100.0
2017	28,040	68.4	9,567	23.3	3,404	8.3	41,011	100.0
2018	27,533	68.5	9,297	23.1	3,392	8.4	40,222	100.0
2019	28,954	68.2	9,112	23.1	3,440	8.7	39,506	100.0
2020	26,601	64.4	10,704	25.9	4,024	9.7	41,329	100.0
2021	30,837	64.8	11,821	25.4	4,526	9.7	46,184	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

1. Trends

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2021 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown		Number	Percent
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
	Drivers in Injury Crashes							
1988	2,311,770	62.1	803,120	21.8	609,451	16.4	3,724,341	100.0
1989	2,266,079	62.8	749,657	20.8	591,739	16.4	3,607,475	100.0
1990	2,288,848	64.4	704,281	19.8	563,279	15.8	3,556,408	100.0
1991	2,302,823	67.8	586,326	17.3	505,231	14.9	3,394,380	100.0
1992	2,420,476	71.5	475,529	14.0	490,015	14.5	3,386,020	100.0
1993	2,566,857	73.8	435,400	12.6	474,536	13.7	3,466,793	100.0
1994	2,855,709	77.4	417,746	11.3	416,072	11.3	3,689,526	100.0
1995	3,117,826	79.3	387,775	9.9	425,369	10.8	3,930,969	100.0
1996	3,135,401	79.4	366,251	9.3	445,267	11.3	3,946,919	100.0
1997	3,002,767	78.1	339,223	8.9	452,268	11.9	3,794,247	100.0
1998	2,862,534	78.6	308,865	8.6	428,113	11.9	3,599,512	100.0
1999	2,808,167	80.5	293,005	8.1	408,808	11.4	3,509,968	100.0
2000	2,958,319	82.2	262,405	7.0	389,594	10.8	3,600,319	100.0
2001	2,881,534	82.5	234,222	6.7	375,605	10.8	3,491,361	100.0
2002	2,787,264	83.5	207,536	6.2	343,464	10.3	3,338,266	100.0
2003	2,843,425	84.7	180,490	5.4	332,221	9.9	3,356,135	100.0
2004	2,785,384	86.2	138,048	4.3	306,783	9.5	3,230,216	100.0
2005	2,668,275	86.1	140,967	4.6	290,194	9.4	3,097,436	100.0
2006	2,577,219	86.2	123,632	4.1	289,629	9.7	2,990,480	100.0
2007	2,475,044	86.4	115,804	4.0	274,237	9.6	2,865,085	100.0
2008	2,388,847	87.2	105,125	3.9	241,303	8.9	2,715,275	100.0
2009	2,257,066	87.8	86,961	3.4	226,324	8.8	2,570,351	100.0
2010	2,294,206	87.9	84,440	3.2	250,394	9.5	2,629,040	100.0
2011	2,274,697	87.7	79,664	3.1	238,313	9.2	2,592,674	100.0
2012	2,427,854	87.8	82,495	3.0	255,077	9.2	2,765,427	100.0
2013	2,424,714	88.6	71,599	2.8	239,446	8.8	2,735,758	100.0
2014	2,478,273	87.9	74,823	2.7	266,404	9.4	2,819,499	100.0
2015	2,633,863	88.4	72,203	2.4	272,809	9.2	2,978,875	100.0
2016	3,183,995	87.2	88,603	2.4	378,677	10.4	3,651,474	100.0
2017	2,894,589	88.1	84,620	2.6	306,018	9.3	3,285,227	100.0
2018	2,847,013	87.1	78,550	2.4	344,077	10.5	3,269,640	100.0
2019	2,868,031	88.1	81,986	2.5	379,567	11.4	3,329,583	100.0
2020	2,115,302	86.3	82,654	3.4	262,237	10.3	2,450,192	100.0
2021	2,388,100	87.2	97,919	3.6	247,852	9.1	2,711,871	100.0

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report.

1. Trends

7

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2021

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
Occupants Killed								
1975	984	3.2	21,078	68.5	8,723	28.3	30,785	100.0
1976	793	2.5	21,982	69.6	8,829	27.9	31,604	100.0
1977	777	2.4	23,594	72.0	8,367	25.6	32,758	100.0
1978	781	2.2	26,674	76.4	7,443	21.3	34,898	100.0
1979	683	2.0	27,130	77.5	7,173	20.5	34,986	100.0
1980	670	1.9	27,484	78.7	6,781	19.4	34,935	100.0
1981	649	1.9	26,974	80.0	6,103	18.1	33,726	100.0
1982	677	2.3	23,560	79.4	5,452	18.4	29,689	100.0
1983	825	2.8	23,082	79.1	5,274	18.1	29,181	100.0
1984	1,207	4.0	23,300	77.4	5,609	18.6	30,116	100.0
1985	2,389	8.0	22,183	74.0	5,379	18.0	29,901	100.0
1986	4,074	12.6	23,420	72.6	4,767	14.8	32,261	100.0
1987	5,249	15.8	23,799	71.7	4,142	12.5	33,190	100.0
1988	6,209	18.2	24,360	71.4	3,545	10.4	34,114	100.0
1989	6,544	19.5	23,615	70.3	3,456	10.3	33,614	100.0
1990	6,775	20.7	22,547	69.0	3,371	10.3	32,693	100.0
1991	7,331	23.6	20,489	66.6	2,956	9.6	30,776	100.0
1992	7,698	26.1	19,054	64.6	2,733	9.3	29,485	100.0
1993	8,677	28.8	18,555	61.7	2,845	9.5	30,077	100.0
1994	9,641	31.2	18,637	60.3	2,623	8.5	30,901	100.0
1995	10,152	31.7	19,130	59.8	2,709	8.5	31,991	100.0
1996	10,713	33.0	18,851	58.1	2,873	8.9	32,437	100.0
1997	10,995	33.9	18,642	57.5	2,811	8.7	32,448	100.0
1998	11,213	35.2	18,022	56.5	2,664	8.4	31,899	100.0
1999	11,174	34.8	18,316	57.0	2,637	8.2	32,127	100.0
2000	11,787	36.6	17,810	55.3	2,628	8.2	32,225	100.0
2001	11,946	37.3	17,517	54.7	2,580	8.1	32,043	100.0
2002	12,532	38.2	17,798	54.2	2,513	7.7	32,843	100.0
2003	12,967	40.2	16,764	51.9	2,540	7.9	32,271	100.0
2004	13,250	41.6	16,432	51.6	2,184	6.9	31,866	100.0
2005	13,063	41.4	16,248	51.5	2,238	7.1	31,549	100.0
2006	12,710	41.4	15,635	51.0	2,341	7.6	30,686	100.0
2007	12,322	42.4	14,446	49.7	2,304	7.9	29,072	100.0
2008	10,691	42.0	12,925	50.8	1,846	7.3	25,462	100.0
2009	10,190	43.5	11,545	49.2	1,712	7.3	23,447	100.0
2010	9,969	44.8	10,590	47.5	1,714	7.7	22,273	100.0
2011	9,471	44.4	10,215	47.9	1,630	7.6	21,316	100.0
2012	9,746	44.7	10,370	47.6	1,663	7.6	21,779	100.0
2013	9,840	46.4	9,622	45.3	1,761	8.3	21,223	100.0
2014	9,961	47.3	9,410	44.7	1,679	8.0	21,050	100.0
2015	10,763	47.5	9,975	44.1	1,903	8.4	22,641	100.0
2016	11,343	47.7	10,463	44.0	1,981	8.3	23,787	100.0
2017	11,488	48.5	10,116	42.8	2,059	8.7	23,663	100.0
2018	11,055	48.4	9,845	43.1	1,945	8.5	22,845	100.0
2019	10,891	46.7	9,523	42.6	1,958	8.8	22,372	100.0
2020	10,532	44.0	10,925	45.7	2,457	10.3	23,914	100.0
2021	11,320	44.9	11,819	46.7	2,692	10.2	26,325	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

1. Trends

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2021 (Continued)

Year	Restraint Use						Total	
	Seated		Unrestrained		Unknown		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
Occupants Injured								
1988	1,754,456	57.1	920,389	30.0	396,916	12.9	3,071,761	100.0
1989	1,721,884	58.4	869,217	29.5	359,257	12.1	2,949,358	100.0
1990	1,740,366	60.1	830,023	28.7	324,766	11.2	2,895,155	100.0
1991	1,783,557	63.6	793,264	26.1	288,060	10.3	2,804,881	100.0
1992	1,857,064	66.7	628,048	22.5	300,276	10.8	2,785,387	100.0
1993	1,987,166	69.0	596,158	20.7	295,142	10.3	2,878,466	100.0
1994	2,210,330	73.6	568,661	18.9	223,399	7.4	3,002,391	100.0
1995	2,417,449	75.5	555,478	17.3	229,711	7.1	3,201,639	100.0
1996	2,470,618	76.8	524,766	16.3	220,383	6.9	3,215,766	100.0
1997	2,372,667	76.4	481,888	15.5	252,382	8.1	3,106,937	100.0
1998	2,300,308	77.4	440,781	14.8	229,548	7.7	2,970,637	100.0
1999	2,333,453	77.9	424,422	14.2	238,150	7.9	2,996,025	100.0
2000	2,370,172	80.5	371,545	12.6	201,570	6.8	2,943,286	100.0
2001	2,253,406	80.6	328,124	11.7	214,354	7.7	2,795,883	100.0
2002	2,200,921	81.6	288,485	10.7	206,477	7.7	2,695,883	100.0
2003	2,210,030	83.2	253,299	9.5	194,447	7.3	2,657,775	100.0
2004	2,163,030	84.7	210,849	8.3	181,300	7.1	2,555,179	100.0
2005	2,084,187	84.9	208,093	8.5	161,715	6.8	2,453,994	100.0
2006	1,997,500	85.4	184,808	7.9	156,288	6.7	2,338,596	100.0
2007	1,898,860	85.2	170,927	7.7	157,843	7.1	2,227,630	100.0
2008	1,790,626	86.1	143,552	6.9	146,610	7.0	2,080,788	100.0
2009	1,719,551	86.8	126,314	6.4	135,491	6.8	1,981,355	100.0
2010	1,703,048	85.4	117,160	5.9	173,046	8.7	1,993,253	100.0
2011	1,685,439	85.3	115,720	5.9	175,310	8.9	1,976,469	100.0
2012	1,761,503	84.0	113,980	5.4	221,062	10.5	2,096,545	100.0
2013	1,728,547	84.3	100,871	4.9	221,736	10.8	2,051,154	100.0
2014	1,782,049	85.8	105,634	5.1	190,253	9.2	2,077,936	100.0
2015	1,894,334	86.5	101,140	4.6	195,504	8.9	2,190,979	100.0
2016	2,323,523	85.3	119,603	4.4	282,195	10.4	2,725,321	100.0
2017	2,135,549	86.6	115,517	4.7	214,747	8.7	2,465,813	100.0
2018	2,090,243	85.9	98,086	4.0	243,794	10.0	2,432,124	100.0
2019	2,055,765	84.0	104,468	4.3	287,751	11.8	2,447,985	100.0
2020	1,585,644	83.1	103,646	5.4	217,721	11.4	1,907,011	100.0
2021	1,470,506	85.2	121,070	5.8	190,865	9.1	2,092,541	100.0

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report.