



Seat Belt Usage

One-third of the 635 truck occupants who died in accidents during 2011 were not wearing a seat belt, according to a Federal Motor Carrier Safety Administration analysis released last week. In a 2010 FMCSA analysis of seat belt usage the overall safety belt usage rate for drivers of all medium and heavy duty trucks and buses rose from 74 percent in 2009 to 78 percent in 2010. The usage rate for CMV other occupants also increased from 61 percent in 2009 to 64 percent in 2010. Safety belt usage among CMV drivers has steadily increased from 65 percent in 2007 to 72 percent in 2008 and 74 percent in 2009. This 2010 survey result represents a 20 percent increase in safety belt usage compared to 2007 survey results.

A total of 26,830 CMVs, 26,830 drivers, and 1,929 other occupants were observed at 998 sites. Safety belt use was observed to be higher in states governed by primary belt use laws (80 percent) than secondary belt use laws (72 percent). Safety belt usage among drivers and other occupants in units identified as part of a fleet (80



percent) was also observed to be higher than independent owner-operators (71 percent). These estimates show an increase from 2009. Observations on the use of safety belts were conducted on a sample of arterial roads and limited access highways by trained data collectors and the data collection protocol remained the same as last

year. All data were collected on Personal Digital Assistants (PDAs) utilizing a customized data collection program.

Question of the Week

Is it a requirement of the Federal Motor Carrier regulations for a driver to wear a safety belt while driving a commercial motor vehicle?

Answer: FMCSR 396.16 requires a driver to wear a safety belt while in operation of a Commercial Vehicle.

Does your company driver policy address seat belt usage?

Seat Belt Myths:

-MYTH 1: Safety belts are uncomfortable and restrict movement.

-FACT: A 2005 Transportation Research Board study on commercial drivers' safety belt usage found many drivers do not find wearing safety belts to be uncomfortable or too restrictive of their movements. Once they correctly adjust the seat, lap and shoulder belt, most drivers find that discomfort and restrictive movement can be alleviated.

-MYTH 2: Wearing a safety belt is a personal decision that doesn't affect anyone else.

-FACT: Not wearing a safety belt can certainly affect your family and loved ones. It can also affect other motorists since wearing a safety belt can help you avoid losing control of your truck in a crash. It's the law; Federal regulations require commercial vehicle drivers to buckle up.

-MYTH 3: Safety belts prevent your escape from a burning or submerged vehicle.

-FACT: Safety belts can keep you from being knocked unconscious, improving your chances of escape. Fire or submersion occurs in less than 5% of fatal large truck crashes.

-MYTH 4: It's better to be thrown clear of the wreckage in the event of a crash.

-FACT: An occupant of a vehicle is four times as likely to be fatally injured when thrown from the vehicle. In 2004, 168 truck drivers died when they were ejected from their cabs during a crash.

-MYTH 5: It takes too much time to fasten your safety belt 20 times a day.

-FACT: Buckling up takes about three seconds. Even buckling up 20 times a day requires only one minute.

-MYTH 6: Good truck drivers don't need to wear safety belts.

-FACT: Good drivers usually don't cause collisions, but it's possible that during your career you will be involved in a crash caused by a bad driver, bad weather, mechanical failure, or tire blowout. Wearing a safety belt prevents injuries and fatalities by preventing ejection, and by protecting your head and spinal cord.

-MYTH 7: A large truck will protect you. Safety belts are unnecessary.

-FACT: In 2004, 634 drivers of large trucks died in truck crashes and 303 of those drivers were not wearing safety belts. Of the 168 drivers killed who were ejected from their vehicles, almost 75% were not wearing safety belts.

-MYTH 8: Safety belts aren't necessary for low-speed driving.

-FACT: In a frontal collision occurring at 30 mph, an unbelted person continues to move forward at 30 mph causing him/her to hit the windshield at about 30 mph. This is the same velocity a person falling from the top of a three story building would experience upon impact with the ground.

-MYTH 9: A lap belt offers sufficient protection.

-FACT: The lap and shoulder belt design has been proven to hold a driver securely behind the wheel in the event of a crash, greatly increasing the driver's ability to maintain control of the vehicle and minimizing the chance for serious injury or death.

REMINDER
NEXT FRIDAY FEB 1st!

Your OSHA 300A log is to be posted for all employees to view. The log is to remain posted through April 30.



Registration is now open on line for the 2013

Idealease/NPTC Safety Seminars

Idealease, its affiliates and the National Private Truck Council NPTC will again be hosting safety seminars in 2013. The one day seminars this year will focus on basic safety and compliance, regulation changes and CSA.

The seminars and will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals. To view the schedule and register for an upcoming seminar in 2013 click on the following link:

www.Idealease.com/safety

2013 Idealease/Safety Seminar Schedule

19-Feb: Mobile, AL

26-Feb: El Paso, TX

27-Feb: Phoenix, AZ

28-Feb: Seattle, WA

20-Mar: Los Angeles, CA

21-Mar: Santa Fe Springs, CA

26-Mar: Memphis, TN

28-Mar: Atlanta, GA

2-Apr: Hyattsville, MD

3-Apr: Baltimore, MD

4-Apr: Harrisburg, PA

9-Apr: Milwaukee, WI

10-Apr: Fort Wayne, IN

11-Apr: Green Bay, WI

11-Apr: Grand Rapids, MI

17-Apr: Sacramento, CA

18-Apr: San Leandro, CA

18-Apr: Orlando, FL

23-Apr: Altoona, IA

24-Apr: Oklahoma City, OK

25-Apr: Chattanooga, TN

25-Apr: Dallas, TX

8-May: Denver, CO

9-May: Mississauga, Ontario