New York Needs a Rear-Facing Car Seat Law

Analysis of New York crash and ticket data and recommendations for public officials

Alec Slatky, Legislative Analyst
(516) 873-2266 / aslatky@aaanortheast.com

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Introduction

Traffic crashes are a leading killer of children. Nationally, motor vehicle crashes are the top cause of injury death for people ages 5-24 and the second leading cause of injury death for children ages 1-4.

Child restraints – car seats and booster seats – work to reduce this risk. The National Highway Traffic Safety Administration (NHTSA) estimates that among children age 4 and younger, 1,329 lives were saved by child restraints between 2011 and 2015, including 33 in New York alone.

New York’s child restraint laws have helped to keep kids safer on the road. But while these policies were once at the forefront of child passenger safety, they no longer reflect current best practices. The last modification to the law occurred in 2009, before the American Academy of Pediatrics revised its recommendations in 2011.

The new guidelines, based on recent scientific research, advise parents to keep their children rear-facing until they are at least two years old. Accordingly, AAA has prepared this report to argue that New York’s law should be amended to require children under age 2 to be restrained in a rear-facing car seat.

New York drivers favor a rear-facing car seat law. In a recent AAA survey, 63% of respondents supported such a law and only 13% opposed it.

A rear-facing law has the potential to change behavior. While most children under 12 months are restrained in a rear-facing car seat, a 2011 NHTSA survey found that only 21% of one-year-olds were rear-facing, compared with 77% who were forward-facing.

This “premature graduation” puts young passengers at risk. Children in their second year of life are five times more likely to be seriously injured in a crash if they ride in a forward-facing seat than if they ride in a rear-facing seat. Perhaps not coincidentally, one-year-olds suffer five times as many injuries in motor vehicle crashes in New York as do children under 12 months old.

This report will proposed updates to New York’s child passenger safety law and discuss the aforementioned survey data, scientific research, New York crash and ticket data, and the existing car seat market. These factors combine to make a compelling case for New York to enact a rear-facing car seat law for children under age two.
New York’s Child Passenger Safety Law

New York’s child passenger safety law currently provides that:

- **General Requirements**
  - Children must ride in a car seat until their 4th birthday (except that children who weigh more than 40 pounds may ride in a booster seat)
  - Children at least 4 years old must ride in a booster seat until their 8th birthday (except that children who weigh more than 100 pounds or are taller than 4’9” may wear seat belts)
  - Children at least 8 years old must wear seat belts until their 16th birthday

- **Penalties**
  - Fines range from $25-100, plus fees and surcharges
  - The fine must be waived if the defendant provides proof that he or she purchased an appropriate car seat between receiving the ticket and going to court
  - Drivers receive 3 points on their driving record

Proposed Amendments to New York’s Child Passenger Safety Law

Four states have passed laws requiring children under age two to be restrained in rear-facing car seats: California, New Jersey, Oklahoma, and Pennsylvania (see Appendix C).

AAA New York State is advocating for New York to join them. AAA’s proposed changes to the Vehicle and Traffic Law would:

- Require that rear-seat passengers under two years old be restrained in a rear-facing car seat until they exceed the weight or height limit as set by the manufacturer
- Have an effective date at least one year from the date of enactment, so parents have time to adjust to the law

Legislation sponsored by Senator Joseph Robach and Assemblymember Sandy Galef (S.6523/A.8100) would achieve these goals. AAA strongly supports this bill.

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* Rear-facing car seats should never be placed in front seats with active airbags.
New Yorkers overwhelmingly support these proposed changes to the law. AAA recently surveyed New York drivers on a variety of transportation-related topics, including a rear-facing car seat law. When asked if they would “support legislation requiring children under the age of 2 to ride in a rear-facing car seat,” a strong majority of respondents answered in the affirmative:

In total, 63% of respondents said they would support a rear-facing car seat law, while only 13% opposed. Support for the law was strong across demographic and geographic lines.

New Yorkers support a rear-facing car seat law for children under age two. Their support is justified by scientific research and New York crash data.

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\[\text{Approximately 800 New York drivers, both AAA members and nonmembers, were surveyed between December 9, 2016 and January 5, 2017.}\]

\[\text{25\% of respondents chose “neutral or no opinion.”}\]
Research

Children under Two Years Old are Safest Rear-Facing

The American Academy of Pediatrics (AAP) recommends that infants and toddlers ride in a rear-facing car seat until they are two years of age or until they reach the highest weight or height allowed by the manufacturer. According to the AAP,

“This best practice results from the need to support the young child’s posterior torso, neck, head, and pelvis and to distribute crash forces over the entire body...young children [are] at risk of head and spinal cord injury. Rear-facing seats address this risk by supporting the head and preventing the relatively large head from moving independently of the proportionately smaller neck.”

Ample research supports this recommendation. Swedish research recommends children ride rear-facing as long as safely possible. Crash tests found that “chest displacement, upper neck tension, and lower neck flexion moments were all substantially lower” in rear-facing seats than in forward-facing seats.

Most seminally, a 2007 University of Virginia study found that one-year-old children were five times more likely to suffer serious injury if they were in a forward-facing seat than in a rear-facing seat. The authors conclude that “a rear-facing seat, in accordance with restraint recommendations for child size and weight, is an excellent choice for optimum protection up to a child’s second birthday.”

Few One-Year-Olds are Riding Rear-Facing

Although children under two are safer riding in rear-facing seats, only children under one typically do so. According to NHTSA’s 2015 observational survey, 87% of children under 12 months old were in rear-facing car seats. But a separate NHTSA survey from 2011 found that 21% of one-year-olds were in rear-facing seats, compared with 77% who were forward-facing.

Child Passenger Safety Laws Work

Many studies have shown that child passenger safety laws are effective. When child seat laws were first enacted in the late 1970s, researchers analyzed their impact. Laws in California, Illinois, Michigan (twice), and New Mexico were found to reduce injuries to children affected by the laws. Laws in Tennessee and Rhode Island were found to increase proper restraint use. National analyses have found similar effects.

In New York, child passenger safety laws have made kids safer in cars. After New York’s booster seat law went into effect, the number of traffic injuries among children 4-6 years old declined by 18%, as restraint use among that age group rose by 72%. Children 0-3 years of age, who were not affected by the law, did not experience a significant change.

The first American law requiring children to be rear-facing until age two went into effect in September 2015, so there have not been studies regarding the effect of this particular proposal. But there is reason to believe that it will have an impact: in a 2015 University of Michigan analysis, most parents reported using state law to decide when to turn their children around.
New York Crash Data

Between 2011 and 2015, 2246 children under two years old were injured in crashes on New York roads, according to data from the Traffic Safety Statistical Repository. One-year-olds suffered five times as many injuries as did children less than one year old. The high percentage of one-year-olds who are prematurely graduated to forward-facing car seats likely contributes to this disparity.

<table>
<thead>
<tr>
<th>Injury Severity</th>
<th>Child restraint(^d)</th>
<th>Other restraint</th>
<th>No restraint</th>
<th>Unknown restraint</th>
<th>Total</th>
<th>% Child Restraint(^e)</th>
<th>% Improper Restraint(^e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Injury</td>
<td>1,627</td>
<td>411</td>
<td>119</td>
<td>89</td>
<td>2,246</td>
<td>72%</td>
<td>24%</td>
</tr>
<tr>
<td>&lt;12 months</td>
<td>293</td>
<td>38</td>
<td>16</td>
<td>3</td>
<td>350</td>
<td>84%</td>
<td>15%</td>
</tr>
<tr>
<td>12-23 months</td>
<td>1,334</td>
<td>373</td>
<td>103</td>
<td>86</td>
<td>1,896</td>
<td>70%</td>
<td>25%</td>
</tr>
<tr>
<td>KSI</td>
<td>68</td>
<td>18</td>
<td>11</td>
<td>4</td>
<td>101</td>
<td>67%</td>
<td>29%</td>
</tr>
<tr>
<td>&lt;12 months</td>
<td>27</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>32</td>
<td>84%</td>
<td>16%</td>
</tr>
<tr>
<td>12-23 months</td>
<td>41</td>
<td>16</td>
<td>8</td>
<td>4</td>
<td>69</td>
<td>59%</td>
<td>35%</td>
</tr>
<tr>
<td>Killed</td>
<td>8</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>11</td>
<td>73%</td>
<td>27%</td>
</tr>
<tr>
<td>&lt;12 months</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>5</td>
<td>60%</td>
<td>40%</td>
</tr>
<tr>
<td>12-23 months</td>
<td>5</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>6</td>
<td>83%</td>
<td>17%</td>
</tr>
<tr>
<td>Serious</td>
<td>60</td>
<td>18</td>
<td>8</td>
<td>4</td>
<td>90</td>
<td>67%</td>
<td>29%</td>
</tr>
<tr>
<td>&lt;12 months</td>
<td>24</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>27</td>
<td>89%</td>
<td>11%</td>
</tr>
<tr>
<td>12-23 months</td>
<td>36</td>
<td>16</td>
<td>7</td>
<td>4</td>
<td>63</td>
<td>57%</td>
<td>37%</td>
</tr>
<tr>
<td>Moderate</td>
<td>375</td>
<td>42</td>
<td>24</td>
<td>10</td>
<td>451</td>
<td>83%</td>
<td>15%</td>
</tr>
<tr>
<td>&lt;12 months</td>
<td>87</td>
<td>9</td>
<td>6</td>
<td>1</td>
<td>103</td>
<td>84%</td>
<td>15%</td>
</tr>
<tr>
<td>12-23 months</td>
<td>288</td>
<td>33</td>
<td>18</td>
<td>9</td>
<td>348</td>
<td>83%</td>
<td>15%</td>
</tr>
<tr>
<td>Minor</td>
<td>1,184</td>
<td>351</td>
<td>84</td>
<td>75</td>
<td>1,694</td>
<td>70%</td>
<td>26%</td>
</tr>
<tr>
<td>&lt;12 months</td>
<td>179</td>
<td>27</td>
<td>7</td>
<td>2</td>
<td>215</td>
<td>83%</td>
<td>16%</td>
</tr>
<tr>
<td>12-23 months</td>
<td>1005</td>
<td>324</td>
<td>77</td>
<td>73</td>
<td>1,479</td>
<td>68%</td>
<td>27%</td>
</tr>
</tbody>
</table>

A one-year-old child was injured in a crash once a day, on average. A child under two years old was injured or killed in 59 of New York’s 62 counties from 2011-15. Over a third of one-year-olds who were killed or seriously injured in crashes were not in any sort of child restraint system.

\(^d\) Includes car seats and booster seats; based on police choosing “child restraint only” in Column 10 of crash report.  
\(^e\) Percentages may not add to 100% due to some occupants with unknown restraint use.  
\(^f\) Killed or seriously injured
New York Ticket Data

Some proponents of a rear-facing car seat law nevertheless worry that exempting children over a certain weight or who exceed the seat manufacturer’s weight/height limits will hamper the ability of police officers to enforce the law. However, police officers are already able to enforce the current car seat law, which contains a similar exemption for children who weigh more than 40 pounds.

In 2015, police officers across the state issued 8695 tickets to drivers for violations of the child passenger safety law for kids under four years old. 8285 tickets were issued for improper restraint use in the rear seat and 410 tickets were issued for improper restraint use in the front seat. On average, one car seat summons was issued every hour.

Police officers in New York City issued a plurality of these tickets (46%):

<table>
<thead>
<tr>
<th>Borough</th>
<th>Tickets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronx</td>
<td>375</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>1321</td>
</tr>
<tr>
<td>Manhattan</td>
<td>403</td>
</tr>
<tr>
<td>Queens</td>
<td>1717</td>
</tr>
<tr>
<td>Staten Island</td>
<td>156</td>
</tr>
</tbody>
</table>

The State Police issued the bulk of the violations outside of New York City, doling out 2438 summonses, including 298 written by Thruway Troop T. The five non-NYC counties with the most tickets are:

<table>
<thead>
<tr>
<th>County</th>
<th>Tickets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rockland</td>
<td>591</td>
</tr>
<tr>
<td>Erie</td>
<td>533</td>
</tr>
<tr>
<td>Onondaga</td>
<td>377</td>
</tr>
<tr>
<td>Orange</td>
<td>368</td>
</tr>
<tr>
<td>Suffolk</td>
<td>340</td>
</tr>
</tbody>
</table>

Five town police departments and four village police departments issued at least 20 tickets in 2015:

<table>
<thead>
<tr>
<th>Town</th>
<th>County</th>
<th>Tickets</th>
<th>Village</th>
<th>County</th>
<th>Tickets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramapo</td>
<td>Rockland</td>
<td>82</td>
<td>Freeport</td>
<td>Nassau</td>
<td>41</td>
</tr>
<tr>
<td>Cheektowaga</td>
<td>Erie</td>
<td>49</td>
<td>Spring Valley</td>
<td>Rockland</td>
<td>29</td>
</tr>
<tr>
<td>New Windsor</td>
<td>Orange</td>
<td>29</td>
<td>Ossining</td>
<td>Westchester</td>
<td>24</td>
</tr>
<tr>
<td>Riverhead</td>
<td>Suffolk</td>
<td>23</td>
<td>Hempstead</td>
<td>Nassau</td>
<td>20</td>
</tr>
<tr>
<td>Gates</td>
<td>Monroe</td>
<td>21</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For those drivers whose state of license was known, 84% were New York State residents. Tickets were most frequently issued on Sunday and Saturday.
Rear-Facing Car Seat Market

New York’s child passenger safety law is designed to educate parents, not penalize them. That’s why the Vehicle and Traffic Law requires fines to be waived if drivers show proof that they purchased an appropriate car seat before their court date.

Similarly, caregivers should not have to break the bank to afford safe, age-appropriate car seats. Fortunately, safe car seats can be found at a variety of price levels.

AAA and other traffic safety experts such as NHTSA and the American Academy of Pediatrics recommend that children move through three stages of seats: rear-facing car seats, forward-facing car seats, and booster seats. Three types of rear-facing seats satisfy the first stage:

- Rear-facing-only
- Convertible (can be used both rear-facing and forward-facing)
- 3-in-1 (can be used rear-facing, forward-facing, or as a booster seat)

AAA does not recommend particular car seat models, but both NHTSA (rear-facing-only, convertible, 3-in-1) and Consumer Reports (rear-facing-only, convertible, 3-in-1) provide ratings for consumers. NHTSA’s ratings only include ease of use (i.e. instructions, installation), not crash performance, but all car seats rated by NHTSA meet federal safety standards, which include crash tests performed at 30 mph. Consumer Reports’ ratings include crash tests at 35 mph, ease of use, and fit to vehicle.

The majority of convertible and 3-in-1 car seats are approved for rear-facing use until a child weighs at least 40 pounds. The higher weight limit of these seats helps children remain rear-facing as long as safely possible.

Parents do not need to buy an expensive seat to get the best crash protection for their children. Indeed, some of the most highly-rated seats are also the most affordable. Consumer Reports’ top 5 convertible car seats range in price from $45-300.

Child passenger safety technicians across the state, including many AAA employees, are available to help caregivers install their car seats properly. The Governor’s Traffic Safety Committee offers helpful lists of inspection stations and upcoming car seat check events. Parents can also search for a technician on the national SafeKids website.
Conclusion

Traffic safety experts recommend that children ride in rear-facing car seats for as long as safely possible – at least until age two, if their size allows. Unfortunately, New York law does not account for this best practice.

State lawmakers should pass legislation requiring motor vehicle occupants under two years of age to be restrained in rear-facing car seats until they reach the maximum weight or height allowed by the car seat manufacturer. Companion bills recently introduced by Senator Joseph Robach and Assemblymember Sandy Galef would accomplish precisely this goal.

A rear-facing car seat law will help prevent injuries. Young children are safer in rear-facing car seats, and prior child passenger safety laws have reduced injuries among targeted populations. In New York, a one-year-old child is injured in a traffic crash once a day, on average.

AAA New York State urges state lawmakers to pass a rear-facing car seat law during the 2017 legislative session and begin the important work of educating parents on the necessity of proper restraint usage for their children.
Appendix A – Text of New York’s Child Passenger Safety Law

This appendix contains the provisions of New York’s occupant protection law most relevant to child passenger safety.

§ 1229-c. Operation of vehicles with safety seats and safety belts.

1. No person shall operate a motor vehicle in this state unless:

   (a) all back seat passengers of such vehicle under the age of four are restrained in a specially designed seat which meets the Federal Motor Vehicle Safety Standards set forth in 49 C.F.R. 571.213 and which is either permanently affixed or is affixed to such vehicle by a safety belt, or in the event that the weight of such passenger under the age of four exceeds forty pounds, such passenger may be restrained

       (i) in an appropriate child restraint system as defined in subdivision four of this section used with combination lap safety and shoulder harness belts or

       (ii) by a lap safety belt in the event such vehicle is not equipped with combination lap safety and shoulder harness belts or all the combination lap safety and shoulder harness belts are being used to properly restrain other passengers who are under the age of sixteen;

   (b) all back seat passengers of such vehicle who are age four or older but under age eight

       (i) are restrained in an appropriate child restraint system as defined in subdivision four of this section used with combination lap and shoulder harness belts or

       (ii) are restrained in a lap safety belt in the event such vehicle is not equipped with combination lap safety and shoulder harness belts or all the combination lap safety and shoulder harness belts are being used to properly restrain other passengers who are under the age of sixteen; or

   (c) in the case of any other back seat passenger under the age of sixteen, he or she is restrained by a safety belt approved by the commissioner.

2. No person shall operate a motor vehicle unless all front seat passengers

   (a) under the age of sixteen are restrained by a safety belt; or

   (b) if they are under the age of four, by a specially designed seat which is either permanently affixed or affixed to such vehicle by a safety belt as required by subdivision one of this section, or in the event that the weight of such passenger under the age of four exceeds forty pounds, such passenger may be restrained
(i) in an appropriate child restraint system as defined in subdivision four of this section used with combination lap safety and shoulder harness belts or

(ii) by a lap safety belt in the event such vehicle is not equipped with combination lap safety and shoulder harness belts or all the combination lap safety and shoulder harness belts are being used to properly restrain other passengers who are under the age of sixteen; or

(c) if they are age four or older but under age eight,

(i) are restrained in an appropriate child restraint system as defined in subdivision four of this section used with combination lap safety and shoulder harness belts or

(ii) are restrained in a lap safety belt in the event such vehicle is not equipped with combination lap safety and shoulder harness belts or all the combination lap safety and shoulder harness belts are being used to properly restrain other passengers who are under the age of sixteen.

5. Any person who violates the provisions of subdivision three or ten-a of this section shall be punished by a civil fine of up to fifty dollars. Any person who violates the provisions of subdivision one, two, eleven or thirteen of this section shall be punished by a civil fine of not less than twenty-five nor more than one hundred dollars. In any prosecution or proceeding alleging a violation of paragraph (b) of subdivision one or paragraph (c) of subdivision two of this section, it shall be an affirmative defense that the passenger subject to the requirements of such paragraphs was restrained by a safety belt and measures more than four feet nine inches in height and/or weighs more than one hundred pounds.

6. The court shall waive any fine for which a person who violates the provisions of this section would be liable with respect to passengers under the age of eight if such person supplies the court with proof that, between the date on which he is charged with having violated this section and the appearance date for such violation, he purchased or rented a child restraint system which meets the requirements of subdivision one of this section. Provided, however, that such waiver of fine shall not apply to a second or subsequent conviction under this section.

7. The provisions of this section shall not apply to a passenger or operator with a physically disabling condition whose physical disability would prevent appropriate restraint in such safety seat or safety belt provided, however, such condition is duly certified by a physician who shall state the nature of the handicap, as well as the reason such restraint is inappropriate.

9. Notwithstanding the provisions of subdivision four, this section shall not apply to taxis, liveries, and buses other than school buses.
Appendix B – History of New York’s Child Passenger Safety Law


The initial law required children under age 5 to be restrained in a car seat when traveling in a vehicle (excepting school buses). The fine for violating this provision could be no more than $25, and the violation could be given to either the driver of the vehicle or the owner, if such owner knowingly permitted the vehicle to be driven while the child was unrestrained. The fine would be waived if the violator showed the court proof that he purchased or rented a seat before the court date.

According to Governor Hugh L. Carey’s approval memorandum, “studies indicate that children under five years of age are subject to more severe injuries and fatalities from riding unrestrained in a motor vehicle.”

Since then, the child passenger safety laws have been modified numerous times. Among the notable amendments:

- Chapter 29 of the Laws of 1982 (effective April 1, 1982)
  - Switches requirement for four-year-olds from car seat to seat belt, to account for children who might exceed permissible weight limits
- Chapter 30 of the Laws of 1982 (effective April 1, 1982)
  - Exempts emergency vehicles from child passenger safety regulations
- Chapter 365 of the Laws of 1984 (effective January 1, 1985)
  - Adds seat belt requirement for all front seat passengers and for back seat passengers under 10, except passengers under 4 years old must continue to be restrained in a car seat
  - Removes ability to ticket the owner of the vehicle – child passenger safety summonses can only be issued to the driver
  - Increases fine to $<50
  - Allows exemption from both child passenger safety and seat belt regulations if a driver or passenger is disabled and has written justification from a doctor
- Chapter 154 of the Laws of 1986 (effective June 16, 1986)
  - Provides that fine waiver does not apply to a second or subsequent conviction, to ensure that habitual lawbreakers do not continue to have their fines waived
- Chapter 28 of the Laws of 1989 (effective April 6, 1989)
  - Clarifies that fine waiver only applies if an appropriate seat was purchased between the violation and the court appearance date, to ensure that drivers who purchased a seat but neglected to use it do not have their fines waived
- Chapter 41 of the Laws of 1989 (effective November 1, 1989)
  - Clarifies that car seats required by the section must be affixed to the vehicle by a seat belt, in response to a case in Wayne County where the defendant had the charges dismissed due to this “inadvertent technical error” in the law.
- Chapter 104 of the Laws of 1991 (effective November 1, 1991)
  - Raises fine for child passenger restraint laws from $<50 to $25-100
• Chapter 209 of the Laws of 1992 (effective October 21, 1992)
  o Clarifies that car seats can be either detachable or permanently affixed to a seat, to allow
    the use of permanent child safety seats in some car models
• Chapter 333 of the Laws of 1992 (effective January 13, 1993)
  o Requires rental car companies to post conspicuous sign notifying customers that New York
    law requires all children under 4 to be restrained in a federally approved car seat
  o Sets penalty for violation at ≤$100 per day
• Chapter 410 of the Laws of 2000 (effective November 28, 2000)
  o Expands rear seat belt requirement from children under 10 years old to children under 16
    years old
  o Allows children under 4 years old but over 40 pounds to ride in a booster seat instead of a
    car seat, to account for potential for exceeding weight limit of the seat
• Chapter 509 of the Laws of 2004 (effective March 27, 2005)
  o Requires children at least 4 years old but under 7 to be restrained in a booster seat
  o Allows affirmative defense to booster seat provisions that the passenger subject to the
    requirements was more than 4’9” and was restrained by a safety belt
  o Modifies waiver and car rental sign provisions to account for this change
• Chapter 18 of the Laws of 2005 (effective April 19, 2005)
  o Clarifies that booster seat requirement only applies if there are lap and shoulder belts,
    because booster seats should not be used with lap belts only
  o If there are no lap and shoulder combinations in the car, or they are all being used to
    restrained other passengers under 16 years old, children who would normally be required
    to use a booster seat may use a lap-only belt
• Chapter 598 of the Laws of 2005 (effective August 30, 2005)
  o Modifies affirmative defense to booster seat provisions to allow for defense if children are
    taller than 4’9” and/or heavier than 100 pounds
• Chapter 405 of the Laws of 2009 (effective November 24, 2009)
  o Raises booster seat age from under age 7 to under age 8
Appendix C – Other States’ Rear-Facing Laws

- **Oklahoma** – enacted June 2, 2015; effective November 1, 2015
  - Children under two must be restrained in a rear-facing car seat until they reach the weight/height maximum, whichever is first
  - “A child under four (4) years of age shall be properly secured in a child passenger restraint system. The child passenger restraint system shall be rear-facing until the child reaches two (2) years of age or until the child reaches the weight or height limit of the rear-facing child passenger restraint system as allowed by the manufacturer of the child passenger restraint system, whichever occurs first.”

- **Pennsylvania** – enacted June 13, 2016; effective August 12, 2016
  - Children under two must be restrained in a rear-facing car seat until they reach the weight/height maximum
  - “Any person who is operating a passenger car...who transports a child under two years of age anywhere in the motor vehicle shall fasten such child securely in a rear-facing child passenger restraint system, to be used until the child outgrows the maximum weight and height limits designated by the manufacturer, as provided in subsection (d).”

- **New Jersey** – enacted May 7, 2015; effective September 1, 2015
  - Children under two years old and under 30 pounds must be restrained in a rear-facing car seat
  - Children under four years old and under 40 pounds must be restrained in a rear-facing car seat until they reach the weight/height maximum

- **California** – enacted September 21, 2015; effective January 1, 2017
  - Children under two years old must be restrained in a rear-facing car seat unless the child weighs more than 40 pounds or is more than 40 inches tall
  - Must comply with the weight/height limit at all times