

REVENUE: No revenue impact

FISCAL: Minimal fiscal impact, no statement issued

Action:	Do Pass
Vote:	6 - 1 - 0
Yeas:	Buckley, Gilman, Read, Smith G., Tomei, Beyer
Nays:	Butler
Exc.:	0
Prepared By:	Judith Callens, Administrator
Meeting Dates:	2/14

WHAT THE MEASURE DOES: Requires operators and passengers of privately owned commercial vehicles to use safety belts if vehicle is designed or used primarily for transportation of property.

ISSUES DISCUSSED:

- Safety concerns
- Vans, passenger vehicles and pickup trucks used for commercial transport of property
- Support of Oregon Trucking Association

EFFECT OF COMMITTEE AMENDMENT: No amendment

BACKGROUND: According to the Department of Transportation, since the passage of the 1990 adult safety belt law, Oregon's crash injury and fatality rates have dropped 43% each and belt use has doubled to 97% compliance. The exemption for privately owned commercial vehicles was part of an original exemption list adopted by the Legislature in 1983. A review by the Attorney General's Office in 2000 indicates Oregon's original seat belt laws gave priority to protecting child passengers and commercial vehicles were exempted as unlikely to transport children. Oregon's safety belt law was broadened in 1990 with passage of the adult belt law and currently all passenger vehicle occupants are required to use a safety belt or child restraint system unless exempted by law. Motor carriers became subject to state safety belt laws in 2003. The 2005 Oregon Legislature removed an exemption for privately owned commercial vehicles that transport persons for a fee such as cabs, shuttles, vans and limousines. Privately owned commercial vehicles which are designed or used primarily to transport property remain exempt. HB 2275 extends safety belt requirements to any vehicle designed or used to transport property including pickup trucks weighing over 10,000 pounds.