

**NLWJC - Kagan**

**DPC - Box 007 - Folder 009**

**Consumer Protection - Child Safety  
Seats**

Cons pro - child safety seats

THE WHITE HOUSE  
WASHINGTON

DOMESTIC POLICY COUNCIL

FACSIMILE FOR: Elena Kagan

DATE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

FAX: \_\_\_\_\_

FACSIMILE FROM: MARY SMITH

TELEPHONE: (202) 456-5571

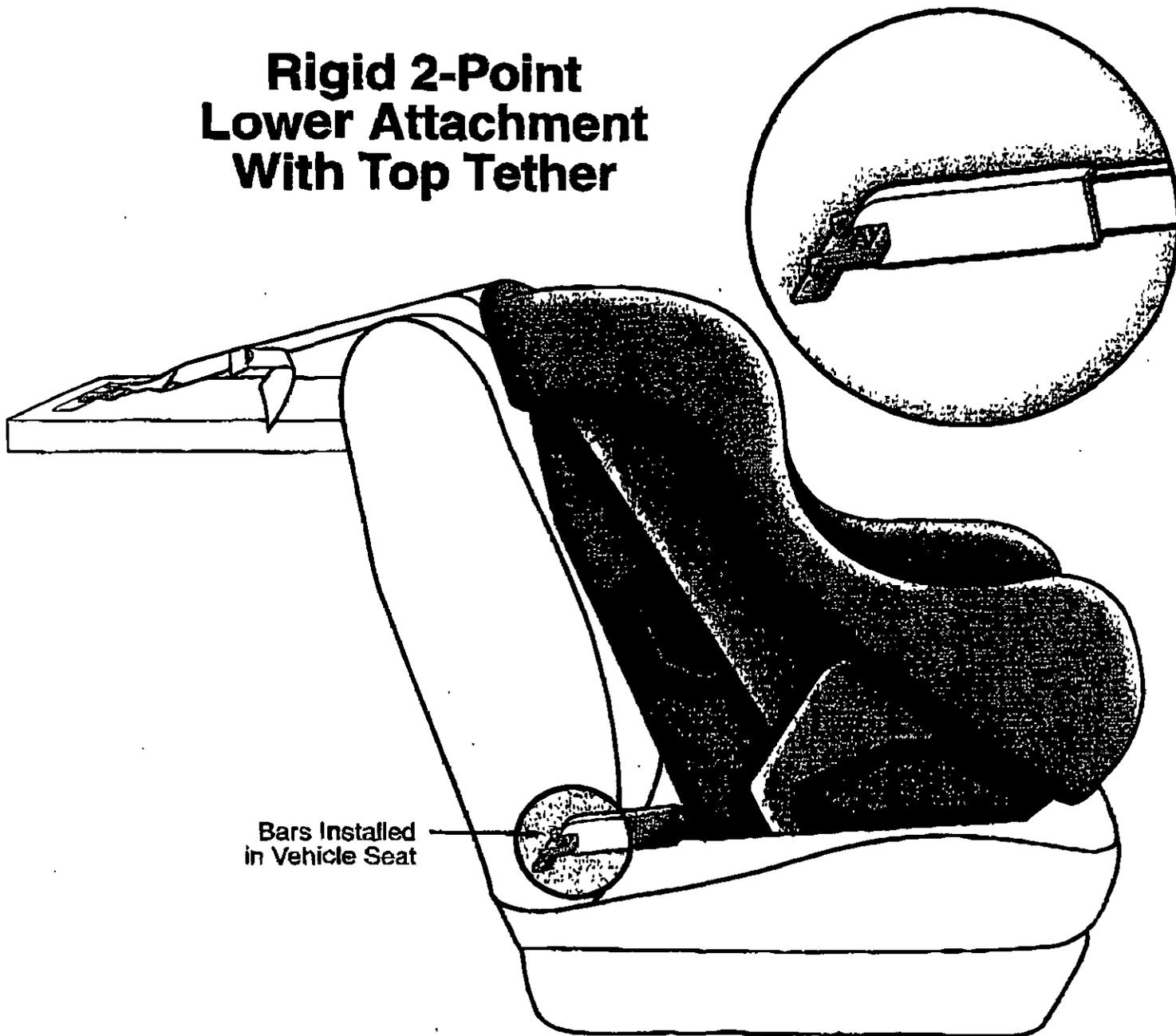
FAX: (202) 456-7431

NUMBER OF PAGES (INCLUDING COVER): \_\_\_\_\_

COMMENTS: Child Safety Seat picture

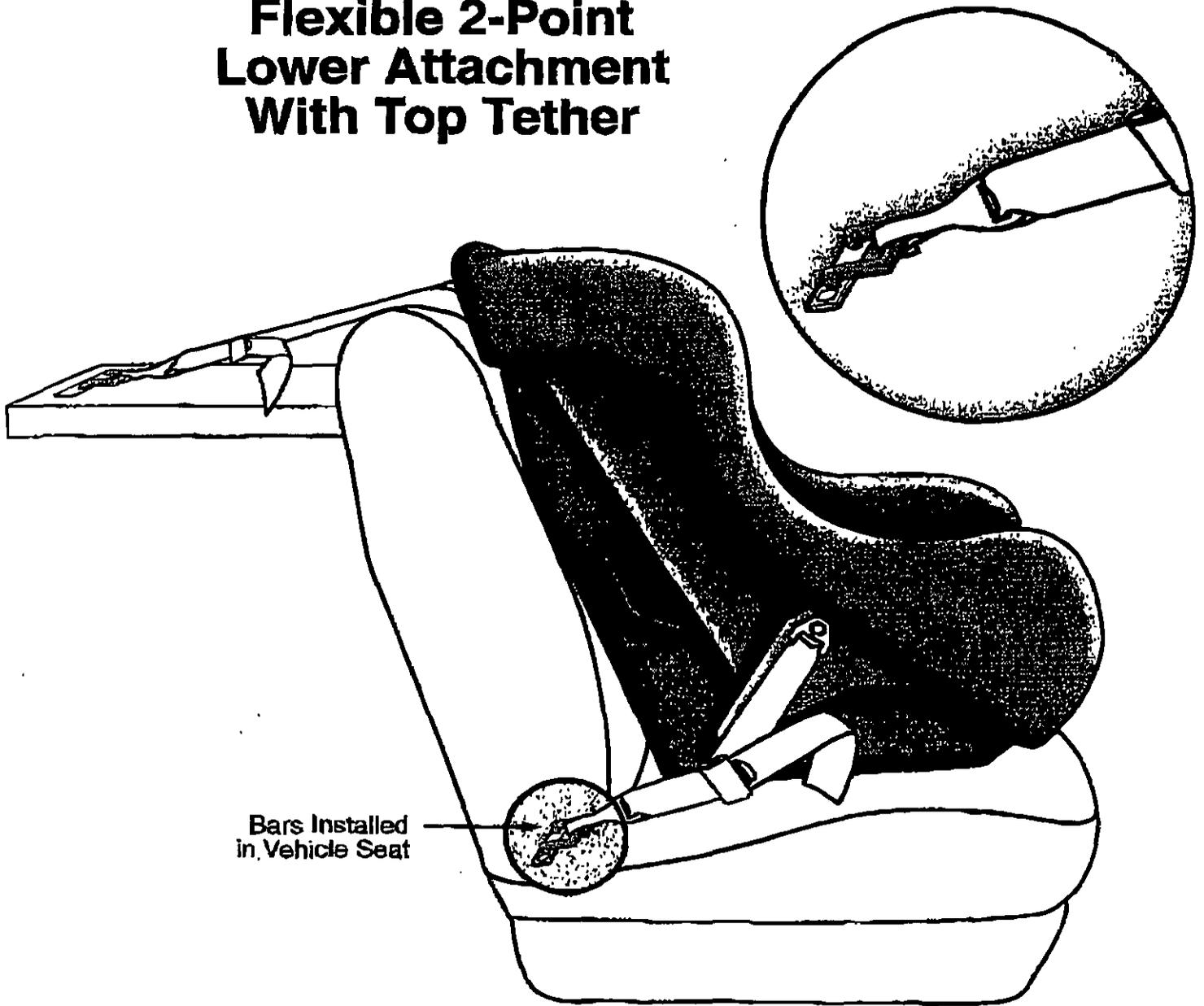
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# Rigid 2-Point Lower Attachment With Top Tether



Bars Installed  
in Vehicle Seat

# Flexible 2-Point Lower Attachment With Top Tether



Bars Installed  
in Vehicle Seat



# **Safety Fact Sheet**

## **Universal Child Safety Seat**

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### **Anchorage System phase-in**

Percentage of passenger car and light truck production sold in the United States that will have to meet the new standard:

Upper anchorage system (tether):

- 80% of new cars manufactured on or after Sep. 1, 1999 will be equipped with the tether attachment points
- 100 percent of all new vehicles (cars and light trucks) manufactured on or after Sep. 1, 2002 will be equipped with the tether attachment points
- 100 percent of Universal Child Safety Seats manufactured on or after Sep. 1, 1999 must meet new, more stringent child head protection requirements, thus will be equipped with an upper tether attachment.

Lower anchorage system:

- 20 percent of all new vehicles manufactured from Sep. 1, 2000 to Aug. 31, 2001
- 50 percent of vehicles manufactured from Sep. 1, 2001 to Aug. 31, 2002
- 100 percent of vehicles manufactured on or after Sep. 1, 2002
- 100 percent of Universal Child Safety Seats manufactured on or after Sep. 1, 2002 will be equipped with the two lower attachments.



# **Safety Fact Sheet**

## **Universal Child Safety Seat**

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### **Fact Sheet**

#### **Current Child Safety Seats Problem**

- Annually, motor vehicle crashes result in 600 children less than 5 years old fatalities and 70,000 injured. Even though child safety seats are very effective in reducing death and injury to the child occupant, in actual use their effectiveness is substantially reduced due to incorrect use and their incompatibility with the vehicle seat and belt systems.
- Parents are generally dissatisfied with the current vehicle belt system for attaching child seats because of the complexity and difficulty to tighten the child seat.

#### **Previous Efforts to Remedy the Problem**

- The Federal vehicle occupant protection standard was amended on October 13, 1993, to require that vehicle lap belt be lockable to tightly secure child seats. However, it still often results in excessive movement of child seat and child occupant.
- Voluntary industry guidelines were developed by the Society of Automotive Engineers but have not proven to be sufficient to solve the problem of assuring compatibility between the vehicle seat belts and child seats.
- In February 1995, the agency set up a Blue Ribbon Panel of experts to recommend ways to install and use child safety seats. In May 1995, the Panel recommended to undertake an evaluation of and develop a universal system to attach child safety seats.
- President Clinton's February 15, 1997 radio address announced a proposal to require motor vehicles and child restraints to be equipped with a standardized means independent of vehicle safety belts for securing child seats to the vehicle seats.

#### **Received Public Comments**

- Over 70 comments were received in response to the rulemaking proposal. Because the international community is considering adoption of a standard for a universal, independent child seat anchorage system, comments were also received from foreign governments as well as domestic entities.
- All commenters agreed with the need for a universal independent child seat attachment system and overwhelmingly concurred with the proposed upper tether attachment.

**New Universal Child Restraint Safety System**

- The system is universally compatible with all passenger cars and light trucks and is also universal in terms of its potential for international adoption.
- Typically, vehicles will be required to install 2 systems in the rear seat. Each system will consist of a ready-to-use, visible and accessible upper anchorage to which the child seat tether hardware will attach. The vehicle seat will have two, 1-inch long bars spaced a foot apart and positioned where the vehicle seat cushion and seat back meet, to which the child seat lower hardware attaches.
- New child seats will be required to have this new system also remain installable with regular vehicle seat belts.
- The expected child benefits are about 50 deaths and 20,000 injuries per year once these systems become widespread. The added costs to consumers are as low as \$15 for a new child seat and \$3 per vehicle.
- Starting September 1999, the majority of the new model vehicles will be equipped with the top attachment and by September 2002 all new vehicles will be equipped with the complete system.

Cons pro-child safety  
seats



Mary L. Smith  
02/26/99 09:30:27 AM

Record Type: Record

To: Elena Kagan/OPD/EOP

cc: Laura Emmett/WHO/EOP, Thomas L. Freedman/OPD/EOP, June Shih/WHO/EOP

Subject: Corrected statistic on numbers of injuries per year prevented by child safety seats



CHILA022.699



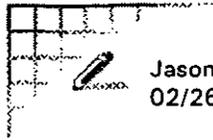
CHILQ022.499

Transportation called this morning to correct the number of injuries prevented each year by this new child safety seat rule from 20,000 to **3,000**. The following are the changes to the announcement and the Q&A:

In his radio address today, President Clinton will announce a major step to protect our children -- a new rule requiring a single standardized system for installing child safety seats in cars and light trucks. Under the rule, all new child seats will have three standard attachments -- one on top and two at the base -- and all new cars and light trucks will have standard anchors in the back seat designed to link to these child seat attachments. The rule is expected to prevent as many as 50 deaths and **3,000** injuries of children each year.

**Q: How many lives will this rule save? How many injuries will this rule prevent?**

**A:** Annually, motor vehicle crashes result in 600 child fatalities and 70,000 injuries for children less than five years old. Even though child safety seats are very effective in reducing death and injury, their effectiveness is substantially reduced due to incorrect use and occasional incompatibility with the vehicle seat and belt systems. This rule is expected to prevent as many as 50 child deaths and **3,000** injuries each year.



Jason H. Schechter  
02/26/99 05:54:15 PM

Record Type: Record

To: See the distribution list at the bottom of this message

cc:

Subject: Embargoed Radio Address Paper

**EMBARGOED UNTIL 10:06 AM EST SATURDAY, FEBRUARY 27, 1999**

**PRESIDENT CLINTON ANNOUNCES NEW RULE  
TO IMPROVE SAFETY OF CHILDREN IN VEHICLES  
February 27, 1999**

In his radio address today, President Clinton will announce a major step to protect our children -- a new rule requiring a single standardized system for installing child safety seats in cars and light trucks. Under the rule, all new child seats will have three standard attachments -- one on top and two at the base -- and all new cars and light trucks will have standard anchors in the back seat designed to link to these child seat attachments. The rule is expected to prevent as many as 50 deaths and 3,000 injuries of children each year.

Current System Puts Children at Risk

Child safety seats are the most effective safety device to protect very young children traveling in automobiles. When properly installed, they reduce the risk of death or serious injury to infants by 70 percent, and they cut the fatality and injury rate for children aged 1 to 4 in half. But according to the National Highway Traffic Safety Administration (NHTSA), child safety seats are not properly installed over 70 percent of the time, subjecting children to needless risk of death or injury. With over 100 models of child seats and 900 models of passenger cars now on the road, some car seats simply do not fit safely in some vehicles. And even when child safety seats can fit properly in a vehicle, installation methods are often time-consuming and difficult, and the wide variety of these methods confuses many parents.

New Standardized System Will Save Lives

The new rule will require all new child safety seats to have three standard attachments, one on top and two at the base. The rule also will require all new vehicles to have two sets of standard anchors installed in the back seat that will link to the child seat attachments. The anchors in the vehicle will be clearly visible and easily accessible, and parents will be able to attach child seats safely to the anchors in a matter of moments. The rule will be phased in over a period of three years; in the interim, new child seats will remain installable with seat belts, to ensure compatibility with older vehicles. According to NHTSA estimates, this new standardized system for installing child safety seats, when fully phased in, will save as many

as 50 children from death and 3,000 children from injury every year.

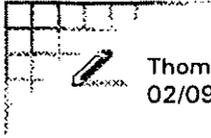
New Rule Builds on Prior Efforts to Promote Safety on the Road

This new rule is the latest in a series of actions by President Clinton to promote safety on the road. In May 1995, the Administration launched a comprehensive plan to preserve the benefits of air bags while eliminating their risks. In June 1995, the President called on Congress to pass legislation requiring all states to pass zero-tolerance laws for youth who drink and drive; a few months later, Congress passed that legislation, the President signed it, and today all states have zero tolerance laws. And in November 1998, the Administration announced a Blue Ribbon Passenger Safety Panel that will recommend strategies to increase the use of booster seats for children 4 to 8 years and the use of seat belts for children 8 to 16 years.

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Message Sent To: \_\_\_\_\_

Cross pro - child safety seats



Thomas L. Freedman  
02/09/99 05:27:27 PM

Record Type: Record

To: Bruce N. Reed/OPD/EOP, Elena Kagan/OPD/EOP

cc: Mary L. Smith/OPD/EOP

Subject: Child safety seat news

NHTSA says this Thursday a group is releasing a study showing the high level of incompatibility in child seat hook ups. The group is calling it a national landmark study and says it will get the Today show live. They invited Dr. Martinez, NHTSA head, who is declining. He points out we could get hit for holding this, or at least miss a good opportunity to piggy back the story.

Child  
Cms pro-safety seats

SCHEDULING PROPOSAL  
/2/99

TODAY'S DATE: 2

\_\_\_\_ACCEPT

\_\_\_\_REGRET

\_\_\_\_PENDING

TO: Stephanie Streett  
Assistant to the President  
Director of Presidential Scheduling

FROM: Bruce Reed  
Assistant to the President for Domestic  
Policy and Director of the Domestic Policy Council

REQUEST: Event to Announce New Rule for Child  
Safety Seat Installation

PURPOSE: To announce a major new step to protect  
our traveling children -- a new single system for installing child safety  
seats in cars and light trucks.

BACKGROUND: The absence of a universal method for  
attaching child safety seats to vehicles has frustrated parents and led  
to a high level of improper installations in cars. There are literally  
dozens of differently designed child safety seats with myriad  
installation systems for the hundreds of cars on the market. As a  
result, nearly 80% of seats are improperly connected. In a radio  
address two years ago, the President announced a proposed rule to  
create a more standardized approach. The final rule is now ready for  
Presidential announcement, creating a universal system that will be  
welcomed by parents, advocates, and the industry. By 2002, all new  
cars and light trucks will be equipped with standard anchors in the  
back seat designed specifically to link to universal child seat  
attachments. This rule is expected to prevent as many as fifty child  
deaths and 18,000 injuries each year.

PREVIOUS PARTICIPATION: The President announced a Notice of  
Proposed Rulemaking (NPRM) proposing this  
rule on February 15, 1997.

DATE AND TIME: February TBD

BRIEFING TIME: 30 minutes

DURATION: 45 minutes

LOCATION: The White House or Local Child Care Center

PARTICIPANTS: The President  
Secretary Slater  
Members of Congress (T)  
Child Seat Safety Advocates  
Child safety seat and auto industry  
representatives

REMARKS REQUIRED: To be provided by Speechwriting.

MEDIA COVERAGE: Open Press.

FIRST LADY'S ATTENDANCE: Optional.

VICE PRESIDENT'S ATTENDANCE: Optional.

SECOND LADY'S ATTENDANCE: N/A

RECOMMENDED BY: Bruce Reed  
Tom Freedman

CONTACT: Karin Kullman  
X61732

ORIGIN OF THE PROPOSAL: White House

SOURCE OF PAYMENT: N/A