



Making Limousines Safe

117th Congress

House Sponsors: Reps. Paul Tonko (D-NY), Antonio Delgado (D-NY) and Elise Stefanik (R-NY)

Senate Sponsors: Sens. Charles Schumer (D-NY) and Kirsten Gillibrand (D-NY)

Limousine Crashes are Often Deadly Tragedies

On **Saturday, October 6, 2018**, a **limousine crash killed 20 people** in Schoharie County, New York

- The limo was carrying 18 people including the driver—all were killed along with two pedestrians
- The **vehicle was unsafe**:
 - Only certified for 10 seats but had 18 installed
 - Original 137-inch-long wheelbase had been lengthened by an additional 180 inches
 - Had failed two inspections due to deficient brakes and other issues
- The state had ordered the limousine to be taken out of service in September, with inspectors placing a sticker reading "unserviceable" across its windshield—the sticker was removed
- The driver lacked the required licensing to drive a vehicle with 15 or more passengers
- The Schoharie crash was the deadliest of its kind, but these tragedies remain far too common

Federal Limo Safety Standards are a Mess

- No national standard exists for taking unsafe limousines off the road
- Used vehicles can be modified without adhering to federal safety standards
- Limousine manufacturers are not required to use industry best practices or automaker guidance
- Safety research on limo seat configurations is limited; side-impact protections are inconsistent
- Larger limousines are not required to have safety belts for all seats and are not held to minimum performance standards for seat strength and integrity

Congress Can Help Prevent Future Tragedies!

The SAFE Limos Act (*Safety, Accountability, and Federal Enforcement of Limos Act of 2021*)

1. Requires that limousines have safety belts for every designated seating position and adhere to federal standards for seats and seat assemblies
2. Closes the loophole that currently allows used vehicles to be converted into limousines without meeting federal safety standards
3. Requires limousine manufacturers to submit "vehicle modifier plans" detailing how they will comply with strict federal standards
4. Directs research into side impact protection, roof crush resistance, and air bag systems for protection of occupants based on various seating configurations
5. Requires NHTSA to conduct research and issue standards that can aid egress and regress in the event that a primary exit from the limousine's passenger compartment is blocked
6. Requires limousine operators to prominently display last inspection dates, results & correctives

The Take Unsafe Limos Off the Road Act

7. Incentivizes states to strengthen policies to impound or immobilize unsafe limousines to be eligible for federal funds.

The End the Limo Loophole Act

8. Updates "Commercial Motor Vehicle" definition to include vehicles modified to seat 9+ people

For more information about this legislative package, contact Emily.Silverberg@mail.house.gov