



Parents Against Tired Truckers and Citizens for Reliable and Safe Highways

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Statement of Truck Safety Coalition on Electronic On-Board Recorders (EOBRs) for Long-Haul Trucks Proposed Rule

Arlington, VA (February 1, 2011): The Truck Safety Coalition (TSC) supports the proposed rule issued by the Federal Motor Carrier Safety Administration (FMCSA) requiring that within three years long-haul commercial vehicles, trucks and buses, be equipped with Electronic On-Board Recorders (EOBRs). The U.S. Department of Transportation (DOT) and the National Transportation Safety Board (NTSB) have repeatedly cited driver fatigue as a major factor in truck crash causation. EOBRs which objectively document driving time and on-duty status will help reduce driver fatigue, eliminate fraudulent paper log books, and improve hours of service (HOS) rules enforcement.

Every year more than 4,000 people are killed in truck crashes and over 100,000 more are injured, and fatigue is a known major factor in crashes. For decades safety organizations have urged the agency to require this proven technology on all commercial motor vehicles (CMVs) in Interstate commerce. On-board recorders have been required in all European Union countries, along with Brazil, Israel, Japan, South Korea, Turkey, and Venezuela. “The Truck Safety Coalition commends Secretary LaHood and FMCSA Administrator Ferro for issuing a safety rule that utilizes reliable and available technology and will curtail HOS violations. This proposed rule combined with an improved HOS rule will result in safer roads for truck drivers and motorists alike,” said John Lannen, Executive Director of the TSC.

Paper logbooks, commonly referred to as “comic books” because they are widely falsified by truck drivers and their companies, are inefficient for truck drivers and trucking companies and ineffective for law enforcement. “Right now HOS violations are routine among long-haul truck drivers,” said Daphne Izer, founder, Parents Against Tired Truckers (P.A.T.T.). “Paper log books are a thing of the past and I am pleased DOT has taken action to update and upgrade the system.” Izer’s son and three other teenagers were killed by a fatigued truck driver in Maine.

Jane Mathis, Board Member of P.A.T.T. and TSC Florida Volunteer Coordinator added, “Having hours of service (HOS) laws without an effective, up-to-date enforcement method does not work. Too many drivers make false entries on their logbooks every day to hide violations of excessive hours worked or driven, or drivers not taking the minimum amount of off-duty time to get critically needed sleep to prevent fatigue. We thank Secretary LaHood and his Administration for proposing this life-saving action.” Mathis’s son and daughter-in-law were killed in crash caused by an overly tired truck driver in Florida.

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