



Parents Against Tired Truckers and Citizens for Reliable and Safe Highways

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## Transportation Bill Advances Truck Safety Resulting in Safer Trucks and Roadways

### *Truck Safety Advocates Express Gratitude to the Conferees for Retaining Life Saving Truck Safety Provisions in Surface Transportation Legislation*

(WASHINGTON, D.C.) Today President Obama will sign legislation that advances truck safety in the multi-billion dollar surface transportation authorization bill, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), H.R. 4348. The truck safety provisions will benefit all who drive on America's roadways, families as well as truck drivers, by reducing preventable truck crashes that result in loss of life and devastating injuries.

In 2010, large truck crash fatalities increased by almost 9 percent to 3,675 deaths and truck crash injuries increased 8 percent to 80,000 people injured despite an overall decrease in motor vehicle crash deaths. The annual cost to society of truck-involved crashes is an estimated \$42 billion. The truck safety provisions retained in the transportation bill will address some of the most serious causes of deaths and injuries in truck crashes including tired truckers, unsafe drivers and unsafe trucking companies.

Daphne Izer, founder of Parents Against Tired Truckers (P.A.T.T.), responded to today's bill signing, "Today is a momentous day for truck safety. I commend Congress and the President for enacting a surface transportation authorization bill that requires electronic on-board recorders (EOBRs). Fatigue is an industry-wide systemic problem and the EOBR requirement will accurately monitor drivers' hours on the job resulting in getting overly tired drivers off the road. Together with other victim advocates, I have been working for this requirement since my son, Jeff, was killed by a truck driver who fell asleep behind the wheel in 1993. With this EOBR requirement, other families, as well as truck drivers, will be better protected."

"The Truck Safety Coalition thanks Senate Commerce, Science and Transportation Committee Chairman Jay Rockefeller (D-WV), Ranking Member Kay Bailey Hutchison (R-TX), Subcommittee leaders, Senators Frank Lautenberg (D-NJ) and Mark Pryor (D-AR), and Representatives Jim McGovern (DMA), John Lewis (D-GA), Frank Wolf (R-VA), Lou Barletta (R-PA) and Jerry Costello (D-IL) for their leadership and dedication toward critical truck safety advances," said John Lannen, Executive Director of the Truck Safety Coalition. "This law contains numerous hard-fought truck safety improvements that will result in lives saved, injuries prevented and overall truck crash associated costs reduced."

A list of truck safety advances include:

- A rule requiring **Electronic On-board Recorders (EOBRs)** in all commercial motor vehicles subject to hours of service regulations within one year;
- A **2-year comprehensive study on the safety and infrastructure effects of truck size and weight** and compilation of existing state size and weight limits that exceed federal limits (no increases to truck weight and size limits were passed);
- **Provisions to address commercial driver safety:** including driver medical qualifications requiring DOT to establish a national registry of medical examiners, operator training requiring DOT to issue minimum entry-level training requirements within 6 months and uniform standards for CDL and improvements to commercial motor vehicle safety requiring comprehensive analysis on the need for crash-worthiness standards;

- **Provisions to establish a drug and alcohol clearinghouse** for commercial motor vehicle drivers to reduce hiring of drivers who decline or fail drug or alcohol testing;
- Provisions to **strengthen motor carrier oversight and enforcement**, particularly to prevent reincarnated carriers;
- A provision to **review and report on the appropriateness of minimum financial responsibility requirements (insurance)**;
- Provisions **addressing the financial responsibility of freight-forwarders and brokers** by directing rulemakings to establish minimum financial solvency and bonding requirements for these entities; and,
- **Provisions to strengthen hazmat compliance** by authorizing DOT to revoke registration of a motor carrier that conducts unsafe operations that present an imminent hazard to public health or property.

Tami Friedrich Trakh, Citizens for Reliable and Safe Highways (CRASH) board member expressed her gratitude, "I have worked to promote truck safety advances for over 20 years since I lost my sister Kris, brother-in-law Alan, niece Brandie and nephew Anthony in a preventable truck crash. We have all fought a long, hard battle to ensure that the truck safety provisions were retained in the final transportation bill. This is a great day for truck safety! I am so grateful to each of the Conferees, and especially to Senator Barbara Boxer from my home state of California, for their dedication to safety and commitment to protecting our families."

*The Truck Safety Coalition ([www.trucksafety.org](http://www.trucksafety.org)), a partnership between the Citizens for Reliable and Safe Highways (CRASH) Foundation and Parents Against Tired Truckers (P.A.T.T.), is dedicated to reducing the number of deaths and injuries caused by truck-related crashes, providing compassionate support to truck crash survivors and families of truck crash victims, and educating the public, policy-makers and media about truck safety issues.*