



Parents Against Tired Truckers and Citizens for Reliable and Safe Highways

Truck Size and Weight: Protect Current Federal Truck Size and Weight Laws, Support the Safe Highways and Infrastructure Preservation Act (SHIPA) and Protect the Integrity of the Two-Year Truck Size and Weight Study

Making existing trucks heavier increases crash risk due to poorer braking and a higher proclivity for roll over. It also results in more force and destruction in crashes. Bigger, heavier trucks produce more roadway and bridge wear and compromise the infrastructure. Studies have shown that longer, heavier trucks operate with lower safety margins on both Interstate and lower class roads. The Truck Safety Coalition strongly supports retaining the 1995 legislated freeze on longer combination vehicles (LCVs) and the current federal size and weight limits and opposes any special interest exemptions. We urge you to support SHIPA and to protect the integrity of the 2-year Truck Size and Weight study created in MAP-21.

Minimum Insurance Levels: Minimum Insurance Levels for Motor Carriers Need to be Increased Now

Minimum levels of insurance for trucks have not been increased in over 30 years and are woefully deficient. Consequently a very large portion of the damages and losses caused by elements of the trucking industry are imposed upon the American motoring public. If the industry were to be required to absorb the losses it causes, there would be significant changes which would result in safer highways for all. The Truck Safety Coalition supports regulatory and legislative actions that would increase minimum insurance levels immediately, and periodic evaluations to provide for future increases necessitated by inflation and rising health care costs.

Promote, Protect and Provide Funding for Safety Advances

Protect enforcement programs such as FMCSA's Compliance, Safety, Accountability (CSA) program to retain collection of all crash data and prevent data corruption; require changes to truck driver compensation to ensure drivers are paid for all hours worked; and, provide adequate funding for DOT agencies to ensure accountability in advancing truck safety issues, such as EOBRs, and to expand enforcement programs.

Truck Driver Fatigue: Reduce Truck Driver Fatigue and Fatigue Related Crashes

The U.S. Department of Transportation (DOT) and the National Transportation Safety Board (NTSB) have repeatedly cited fatigue as a major factor in truck crash causation. The current federal Hours of Service (HOS) regulations allow truck drivers to drive up to 11 hours within a 14 hour work day, a demanding and exhausting schedule. The Truck Safety Coalition supports efforts to reduce fatigue including: stopping exemptions from HOS requirements; immediate rule-making and implementation for electronic logging devices (ELDs); supporting efforts to return HOS to the previous 10-hour rule; and, supporting efforts to implement sleep apnea screening and rulemaking.

Crash Avoidance Technologies: Require Safety Equipment

The Truck Safety Coalition supports requirements for proven life-saving technologies such as stability control, forward collision avoidance and mitigation systems, lane departure warning and speed limiters set no higher than 65 mph. The TSC supports NHTSA's efforts to move forward with the proposed speed limiter rule immediately.

Rear/Side Guards: Require Safer Rear Impact Guards and Side Panels to Protect Bikes and Cars in Crashes

The federal government should require all trucks and trailers to be equipped with energy-absorbing rear impact guards mounted lower to the ground (16 inches), with vertical supports spaced farther apart (mounted 18 inches from the side edges) to effectively protect car occupants from death and injury in rear impact crashes. This safety technology is proven and well known. The Truck Safety Coalition urges Congress and DOT to take action to improve the current rear guard regulation and to include a side panel requirement.

A partnership between the Citizens for Reliable and Safe Highways (CRASH) Foundation, and Parents Against Tired Truckers (P.A.T.T), the Truck Safety Coalition is comprised of the families and friends of truck crash victims and truck crash survivors. We are the only group focused on assisting victims of truck crashes and improving public policy on truck safety issues.