

## Oppose Truck Size and Weight Increases

**Longer trucks** are more difficult to maneuver around and more difficult to operate.

**Heavier trucks** are more damaging to critical infrastructure and even more destructive when involved in crashes.

**Every past size and weight increase has resulted in more trucks on our roads.**

**Oppose Double 33s:** These longer trucks will increase current double configurations by 10ft, while requiring an additional 22-ft of braking.

**Oppose 91,000-lb Trucks:** These trucks will further degrade our crumbling infrastructure; for every 10% increase in truck weight, there is a 33% increase in bridge damage.

**Oppose Any Industry or State-based Size and/or Weight Increases**



## Oppose Limiting Shipper/Broker Liability

Proposals to set a weak “national standard” for shippers and brokers are at such a low threshold that they would actually serve to reduce safety accountability:

**Proposed criteria for weak “national standard”:**

- DOT Number
- Minimum insurance coverage; and,
- Not have an unsatisfactory rating under the current rating

**Oppose Efforts to Limit Shipper and Broker Liability:**

These three criteria are so easily attained that many high-risk and chameleon carriers would qualify.

## Oppose Teen Truckers

**Teen Truckers** will make our roads less safe. Data shows that teen drivers are 2.3 times more likely to be in a fatal crash and 3.5 times as likely to be involved in any police reported crash.

**“The occupation of truck driving is often portrayed by the industry and in the popular press as beset by high levels of turnover and persistent “labor shortages” ...**

**[But] a deeper look does not find evidence of a secular shortage.”**

*– Bureau of Labor Statistics Study from September 2018*

**Oppose S.569 | H.R.1374, the DRIVE Safe Act:** This bill would allow teen truckers to drive from Maine to California, which will not make driving safer.

## Oppose Rollbacks to ELD & HOS Mandates

The **Electronic Logging Device (ELD)** mandate did not change the **Hours of Service**.

**The burden of proof is on the agency to show with extensive data, not anecdotes, that any of the proposed changes to either the ELD or HOS rules will improve safety and reduce truck crash fatalities, which are up 41% since 2009.**

**Oppose any bills that’s would weaken or rollback the Hours of Service or Electronic Logging Device rules, including:** S.1255|H.R.487, S.600|H.R.2460; H.R.1673; H.R. 1697; and H.R. 1698.