



THE TRUCK SAFETY BULLETIN

February 2016

The Truck Safety Coalition (TSC) is a partnership between **The Citizens for Reliable and Safe Highways (CRASH) Foundation**, and **Parents Against Tired Truckers (PATT)**. The Truck Safety Coalition 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.

TSC to Co-Sponsor Underride Roundtable in May Hosted by IIHS



TSC will be one of the sponsors for the upcoming Truck Underride Roundtable on May 5th from 9:00am to 3:00pm in Ruckersville, VA. We will be joined by the Karth Family and invite any other family members and friends of truck crash victims, and truck crash survivors interested in attending.

This conference is a great opportunity to learn more about rear and side underride guards. By understanding how these solutions can save lives and reduce injuries, we can become even more effective advocates for implementing them on all large trucks.

Underride guards are a well-known and proven technology that should be required on all large trucks. TSC is pushing for immediate action to improve current regulation for rear guards and to require side guards in future regulations.

Recently, the National Highway Traffic Safety Administration (NHTSA) granted our joint petition for rulemaking, filed with the Karth family and IIHS, to upgrade the Federal Motor Vehicle Safety Standards that address rear underride protection in crashes into trailers and semitrailers. While we welcome this progress, we recognize the need to act rapidly as lives are at stake.

The conference will take place at the Insurance Institute for Highway Safety's (IIHS) testing facility. Those who attend the roundtable will see a demonstration of an underride guard performance in a crash test. There is no registration fee and lunch will be provided. A full agenda and additional details will be posted on the Truck Safety Coalition's website. Please contact us with any questions.

Please RSVP to Chamelle Matthew at cmatthew@iihs.org or call her at 703-247-1530 by March 15th.

For more information on the conference, click [here](#).

ELD Final Rule: A Quarter Century of Advocacy

On December 10, 2015, the Truck Safety Coalition welcomed the Federal Motor Carrier Safety Administration's (FMCSA) release of a Final Rule requiring electronic logging devices (ELDs) for interstate trucks as a long overdue, but much needed advancement in truck safety.

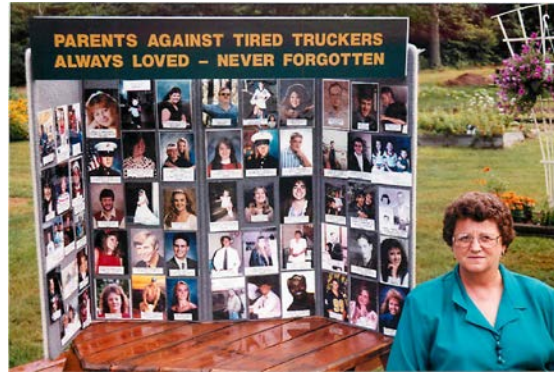
Daphne and Steve Izer founded Parents Against Tired Truckers (PATT) after their son Jeff was killed by a tired trucker in 1994. They were amongst the first people to promote this rule that will reduce the deaths and injuries resulting from fatigue-related truck crashes and hold the trucking industry to a higher standard of safety. Nearly 25 years later, Daphne and Steve are proud that one of PATT's primary goals will finally become a reality.

ELDs will reduce the ability of bad actors to skirt federal regulations by modernizing the practice of logging hours. Additionally, the rule will protect truck drivers from harassment and coercion to exceed the hours they are allowed to operate. By automatically recording driving time, truck drivers can no longer circumvent compliance by simply writing down false hours.

This ELD Final Rule will save an estimated 26 lives and prevent 562 injuries resulting from large truck crashes annually. It will also enhance law enforcement officers' capacity to enforce HOS restrictions and expedite the process of reviewing a truck driver's logbook. The shift from paperwork to electronic logging will not only save time, but money too – the FMCSA estimates that this rule will result in a benefit of more than \$1 billion.

Unfortunately, there is an exemption to this rule for trucks built before model year 2000. TSC opposes any exemptions to this life-saving, cost-reducing technology.

Overall, we are pleased the ELD Final Rule has been issued, and we look forward to the full implementation by the year 2017. Though this was a major win in fighting truck driver fatigue, in order to fully address this fatal problem more must be done, like improving working conditions, screening for sleep apnea, requiring fewer hours behind the wheel, addressing parking needs, and restructuring compensation.



Daphne Izer, Founded PATT in May of 1994



Daphne Izer, 1995



Daphne Izer and Secretary Foxx, 2014



Steve and Daphne Izer at Sorrow to Strength 2015

Get Your Story In The News!!

We want to help you get your story out in the local press. It is immensely helpful to have each of you remind your elected leaders, and the community at-large, of the dangers from unsafe trucking. The Truck Safety Coalition team is ready to help all of you with this effort. Please let us know if you want to send letters to the editor, or to pitch stories to reporters, and we will be glad to assist.

Other Published Letters to the Editor

12/6/15 Letter: [Truck Safety is a Must by Laurie Higginbotham, The Commercial Appeal](#)

12/4/15 Joint Op-Ed: [Allowing Longer Tractor Trailers Will Have Serious Consequences by Daphne Izer, Jane Mathis, Dawn King, and Tami Friedrich-Trakh, The Times Records](#)

12/26/15 Letter: [Good Year for Truck-Safety Laws by Daphne Izer, The Lewiston Sun](#)

Recently Published Letter to the Editor

Truck safety distortions December 23, 2015

Mark Rosenker distorted the facts about the safety of double 33s in a Dec. 8 BDN letter to the editor. The former National Transportation Safety Board chairman is now an adviser to the Coalition for Efficient and Reliable Trucking, a group that consists of large corporations that stand to make massive profits if these longer, less safe trucks are allowed on our roads.

Rosenker avoids noting that data from the U.S. Department of Transportation's Comprehensive Truck Size and Weight Study showed that lengthening double tractor-trailers from 28-feet to 33-feet will result in a six-foot wider turning radius and 22-foot longer stopping distance.

He also ignores the fact that double 33s would replace many of the existing single 53-foot trailers. According to the Truckload Carriers Association, there would be significant diversion within trucking as, in the past, shippers will not support equipment that does not meet the maximum size allowed.

Moreover, pushing for these longer trucks would exacerbate what the trucking industry's claims is a major problem — insufficient parking for trucks. Adding a minimum of 10 extra feet will actually reduce the amount of useable parking spaces.

In referencing "years of testing" in Alberta, Canada, on double 33s, Rosenker, again, fails to paint a full picture. John Woodrooffe, referenced by Rosenker, attributed much of the good safety performance of longer trucks to the fact that Alberta has among the strictest driver, carrier and vehicle regulations.

Overall, it is disheartening that Rosenker, once the head of a safety agency, has become a peddler of privately-funded pseudoscience.

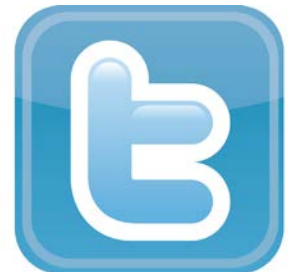
Daphne Izer
Founder
Parents Against Tired Truckers

Link to Letter to the Editor:
<http://bangordailynews.com/2015/12/22/opinion/letters/wednesday-dec-23-2015-balloon-pollution-dont-celebrate-mccarthyism-truck-safety-distortions/>

Join us on Social Media



If you haven't already joined us online, please like us on [Facebook](#) and follow us on [Twitter](#). Social media is a huge part of our outreach strategy and we need all of you to help us. If we post something on Facebook, please like the post and share it as well. If we tweet something on Twitter, please retweet it. Having all of you sharing our social media posts will make a difference in how we can expand the reach of our safety message. If you would like to learn more about social media, click [here](#) to see a presentation from our conference.



See More Photos From Sorrow To Strength at <http://trucksafety.org/sorrow-to-strength-2015-pictures>

Important Rulemakings

Rear Impact Guards, Rear Impact Protections

Status: Notice of Proposed Rulemaking

Comment Period Open Until: 02/16/2016

The National Highway Traffic Safety Administration (NHTSA) issued a Notice of Proposed Rulemaking (NPRM) requesting comment on the proposals to upgrade the Federal Motor Vehicle Safety Standards (FMVSS) that address rear underride protections in crashes into trailers and semitrailers.

Most trailers and semitrailers are already required to have rear impact guards to prevent underride crashes. Yet, these bars, which hang down from the back of the trailer, are weak and do not prevent Passenger Compartment Intrusion (PCI) in crashes where overlap occurs.

This rulemaking would make these rear impact guards more robust by changing FMVSS No. 223 (Rear impact guards) and FMVSS. No 224. (Rear impact protection) to conform to the Canadian Motor Vehicle Safety Standard (CMVSS) 223. This would require new trailers to have rear impact guards to remain in place and prevent PCI in crashes of severities of up to 35 mph.

TSC supports NHTSA's effort to enhance safety and reduce injuries and fatalities, but we have several concerns with this rulemaking. Specifically, the agency undercounted the net benefits of this proposed rule (\$2.8 million to \$3.5 million) by undercounting the deaths and injuries that would have been prevented under the proposed standard, thereby undercounting the Value of Statistical Life (VSL) savings used in calculating the net benefit. For that same reason, NHTSA overestimated the cost of expanding this proposed rule to require older trailers be retrofitted with CMVSS No. 223 compliant guards (-\$375 million to -\$414 million).

Ultimately, it is disappointing that the United States is not leading the efforts on improving safety and even more disappointing that we are lagging so far behind that we are content adopting a ten-year old standard. Moving forward, we hope NHTSA will address our concerns and review the data to produce a rule that recognizes the actual safety benefits of stronger rear impact guards.

Carrier Safety Fitness Determination

Status: Notice of Proposed Rulemaking

Comment Period Open Until: 03/21/2016

The FMCSA issued an NPRM to revise the current methodology that results in Safety Fitness Determination (SFD) for motor carriers.

The proposed methodologies would determine when a motor carrier is not fit to operate commercial motor vehicles (CMV) in or affecting interstate commerce based on:

- the carrier's performance in relation to five of the Agency's Behavioral Analysis and Safety Improvement Categories (BASICs);
- an investigation; or
- a combination of on-road safety data and investigation information.

Consequently, the agency will be able to assess nearly 75,000 motor carriers monthly as opposed to the 15,000 that are currently reviewed annually.

This rule also proposes revamping the rating system used by the FMCSA. Instead of using the current three tier system of "Satisfactory, Conditional and Unsatisfactory," the FMCSA will determine if a motor carrier is "Fit or Unfit." If a company is deemed "Unfit," it must improve operations or shut down.

TSC supports the FMCSA's efforts to address the deficiencies in the current systems. Making a more transparent, efficient, and effective method for SFD will allow the agency to better identify and remove unsafe motor carriers, which will result in fewer truck crash related injuries and fatalities.

Links to Federal Register:

Underride Rule: <https://www.federalregister.gov/articles/2015/12/16/2015-31228/rear-impact-guards-rear-impact-protection>

SFD Rule: <https://www.federalregister.gov/articles/2016/01/21/2015-33153/carrier-safety-fitness-determination>