



THE TRUCK SAFETY BULLETIN

November 2017

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.

The Kings Go to Washington: An Update from the President

-Dawn King, President

Bruce and I traveled to Washington D.C. to attend the Senate Committee on Commerce, Science, and Transportation hearing for the nomination of Raymond Martinez to be the next Administrator of the Federal Motor Carrier Safety Administration (FMCSA), and to advocate for comprehensive override protections for all trucks.

At the hearing, we were joined by Ed Slattery, Morgan Lake, and the TSC staff. In his opening remarks, Senator Cory Booker acknowledged our attendance and noted the importance of families of truck crash victims and survivors being present at events like this to bring attention to truck safety issues.



Left to Right: Morgan Lake, Senator Booker, Ed Slattery, Bruce King, Dawn King

Senator Booker then asked Mr. Martinez if he would commit to enforcing the Electronic Logging Device (ELD) requirement by the December 2017 implementation date. Mr. Martinez confirmed that he would enforce the ELD mandate, while also noting that ELDs prevents cheating that can occur using paper logbooks.

Senator Booker also asked the nominee about mandating automatic emergency braking and speed limiters in trucks as well as increasing the minimum level of insurance. Mr. Martinez stated that he would look at all technologies that could improve safety.

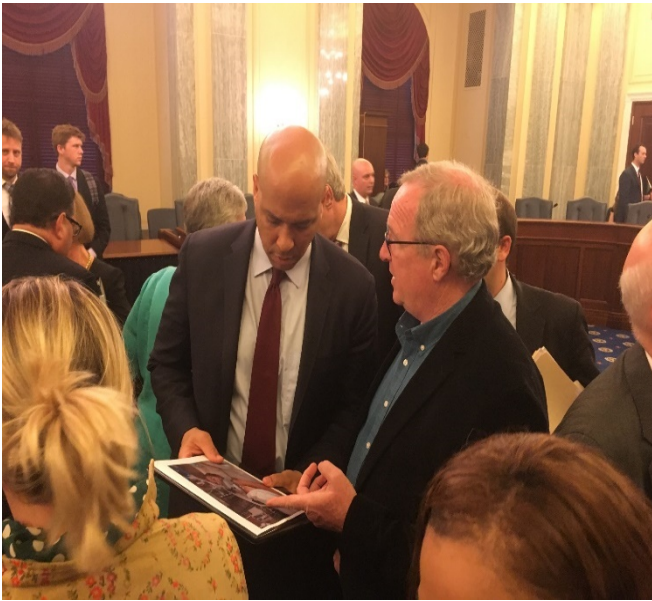


Left to Right: Bruce King, Dawn King, Ed Slattery

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Meetings with Members of Congress:

After the hearing, Senator Booker spent time with each of us as we shared our stories. We were able to thank him for recognizing our presence at the hearing to represent all of our families as well as for what he has been doing for truck safety.



Senator Booker with Ed Slattery

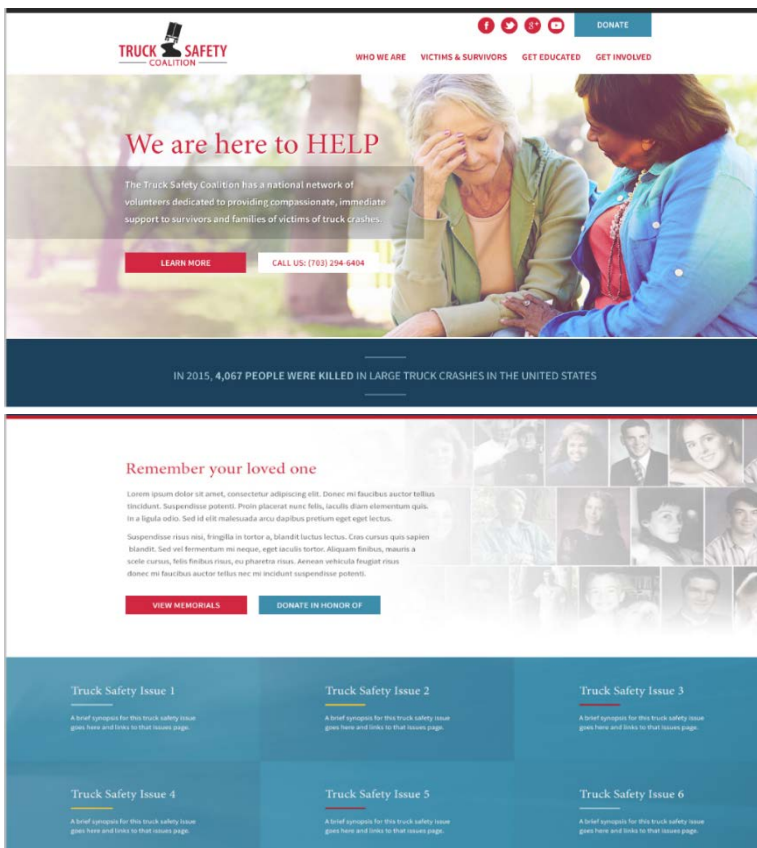
Bruce, John and I met with Michigan's Senator, Gary Peters, during the hearing, and Ed and Morgan met briefly with their Senator, Ben Cardin, in passing and he shared details with his staff.

We then had meetings with the staffs from the offices of Senators Stabenow (MI), Hassan (NH), Schatz (HI), Moran, (KS), Young (IN), and also did some drop-by meetings to other offices.

Overall, our time in Washington D.C. was enjoyable and educational. We are hopeful that our advocacy for comprehensive underide protection will result in life-saving legislation being enacted into law. We will continue to keep you updated about this important effort.

Dawn King,
President of the Truck Safety Coalition

TSC New Website is Coming This Fall!



- New, Simple Design
- Improved Mobile Access
- Easier to Navigate
- Has All TSC Fact Sheets, Infographics, and Statements
- Linked to Social Media

Customizable Memorial Page

- Volunteers will Have Password to Customize their Memorial Page.
- Option to Donate "In Honor Of" of a Victim/Survivor

TSC Co-Hosts Second Underride Roundtable

On August 29, at the Insurance Institute for Highway Safety's testing facility in Ruckersville, VA, TSC Co-hosted the second Underride Roundtable.

This conference brought together researchers, safety advocates, government officials, and industry leaders to discuss truck underride crashes, examine the scope of the

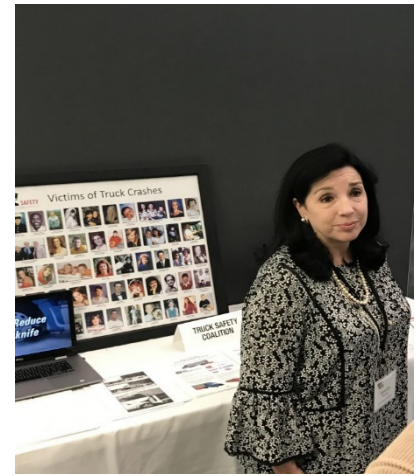


TSC Volunteers After Successful Crash Test

problem, and determine how to reduce the risks for passenger vehicle occupants through regulation and voluntary action. This year's meeting focused on side underride and included a special panel on crash avoidance technology.

A side crash test was conducted to demonstrate a major development in side underride guards – a side underride guard that prevent a car traveling 40mph at a 90 degree angle from riding under the side of a loaded 53-foot trailer.

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Jennifer Tierney, CRASH Foundation Board Member



Side Guard Successfully Prevented Passenger Compartment Intrusion

Find out more about underride and see other pictures from the Truck Underride Roundtable by going to our [website](http://www.trucksafety.org).



Car after Crash without Side Underride Guard



Laurie Higginbotham and Jennifer Tierney Await Crash Test



Safety and Industry Experts Discuss Crash Avoidance Technologies in Trucking

TSC Still Needs Your Help to Promote Comprehensive Underride Protections

We wanted to let you know that a Republican sponsor has been secured for the bill in the Senate, and about some changes that have been made to the bill. The draft legislation is now being referred to as the Stop Underrides Act. We want to be sure to include as many names as possible in Section 2 of the bill. If you lost a loved one or were injured in a truck underride crash, and you would like to add a name, please let us know as soon as possible.

Updated Summary of the Stop Underrides Act:

Section 1: Title:

“Stop Underrides Act of 2017.”

Section 2: Findings and Purposes:

Honors the victims of underride crashes and cites previous recommendations from the National Transportation Safety Board on the use of underride guards.

Section 3: Definitions:

Includes all required definitions.

Section 4: Underride Guard Rulemaking:

- Requires final rule within 1 year requiring rear-underride guards, performance standard that meets IIHS testing, a retrofit requirement and a compliance date of 1 year after the publication of the final rule (2 year compliance date for retro-fit requirement).
- Requires final rule within 2 years requiring side-underride guards, performance standard, a retrofit requirement and a compliance date of 1 year after the publication of the final rule (2 year compliance date for retro-fit requirement).
- Requires research within 2 years on front-underride guards, final rule 1 year after completion of research, a retrofit requirement and a compliance date of 1 year after the publication of the final rule (3 year compliance date for retro-fit requirement).
- Maintenance of Underride Guards Requires truck owner or lessor to inspect guards after crash that impacts a guard. Requires that inspection of guards be included in Driver Vehicle Inspection Report.

Section 5: Research and Periodic Review of Underride Guard Standards:

Mandates Secretary of Transportation to conduct a review of underride guard standards and then report findings to the relevant Congressional committees.

Section 6: Committee on Underride Protection:

Requires the Secretary of Transportation to establish an underride advisory committee consisting of members of industry, engineers, truck safety advocates, and families of truck underride crash victims.

Section 7: Publication of Victims of Truck Underride Crashes:

Mandates the Department of Transportation to publish and update a data on victims of truck underride crashes on a publically accessible website.

As always, please let us know if you have any questions or would like to help by advocating your Members of Congress to support this important legislation.

Writing a Letter to the Editor

Letters to the editor are a great and easy way to inform the public about truck safety issues, such as the need for comprehensive underride protections, the lack of adequate entry-level driver training, and the continual delays of the heavy vehicle speed limiter rule, to name a few.

Local papers, however, want to hear from their residents – not TSC staff or our board members who live in a different state. This is why we need your help to reach as many people in order to educate them about the decline in truck safety and the inaction of lawmakers to pass legislation requiring life-saving solutions.

If you are interested in writing a letter to the editor about a particular truck safety issue, please let us know and we will assist you. Also, please go to our website, if you need any facts sheets or infographics to assist you in write a letter to the editor.

Planned Giving Opportunities

There are so many great ways to help TSC, and one way that is easy and affordable is Planned Giving. Your planned giving gift will allow you to:

- Make a larger charitable gift than you thought possible
- Reduce your income tax
- Diversify your investment portfolio
- Leave a legacy without sacrificing your assets

If you are interested in finding out more, please contact us.

Donate

Please consider making a contribution, large or small, to help sustain our important efforts. As you see with the Sorrow to Strength conference and the upcoming Underride Roundtable, we are able to affect positive change and provide much needed support, but it can only happen with your assistance.

To make a donation please go to <http://trucksafety.org/get-involved/donate/>.

Join us on Social Media

If you have not 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 like and 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 or need assistance signing up, please contact Harry Adler (hadler@trucksafety.org).