

FOR IMMEDIATE RELEASE

April 28, 2022

Contact: Jordan Burns
jordan@trucksafety.org
202-921-9526

Statement of Support for CMV Speed Limiter Supplementary Notice of Proposed Rulemaking

Washington, DC – The Truck Safety Coalition applauds the Federal Motor Carrier Safety Administration’s (FMCSA) announcement of the [Supplementary Notice of Proposed Rulemaking](#) (SNPRM) to require the use of speed limiters when installed on Commercial Motor Vehicles. This rule has the potential to save hundreds of lives every year. Citizens for Reliable and Safe Highways (CRASH) Board Member, Pamela Biddle, who lost her ex-husband and son to a speeding semi, commended the effort saying, “Speed kills. It is past time for the implementation of a speed limiter rule and I encourage DOT and FMCSA leadership to accept the recommendation of the NTSB and safety groups to push this forward. Each day we delay, lives are lost.”

Fatal large truck crashes involving speeding increased by roughly 50% between 2009 and 2019, according to the National Highway Traffic Safety Administration’s (NHTSA) Fatality Analysis Reporting System. Previous Department of Transportation research has concluded that trucks using speed limiters were in half as many high-speed collisions as those not using speed limiters.¹ The National Transportation Safety Board (NTSB) regularly includes requiring the use of speed limiters in its annual [“Most Wanted List of Transportation Safety Improvements”](#), including most recently in 2021-2022 unequivocally stating, “these safety items **will save lives.**” Rulemaking requiring the use of speed limiters in CMVs has been delayed over twenty times in the past

¹ Jeffrey S. Hickman, Feng Guo, Richard J. Hanowski, Richard Bishop, Gene Bergoffen & Dan Murray (2012) Safety Benefits of Speed Limiters in Commercial Motor Vehicles Using Carrier-Collected Crash Data, *Journal of Intelligent Transportation Systems*, 16:4, 177-183, DOI: 10.1080/15472450.2012.704340

ten years and by DOT's estimates, thousands of lives have been lost as a result.² High-speed crashes are more likely to be fatal because the impact of a crash is even more forceful, and the braking distance required to safely avoid or mitigate a crash is increased.

When the DOT National Roadway Safety Strategy was first released, CMV speed limiters were conspicuously absent, despite affirming the need to promote safer speeds and safer vehicles as a proven safety solution. TSC quickly pointed this out to Secretary Buttigieg in this [February 2022 letter](#) and duly appreciates DOT leadership correcting this oversight in response. In its published [Notice of Intent](#), FMCSA provides additional justification for the need to compel the use of speed limiters: "FMCSA is moving forward with this rulemaking because of concerns about the number of CMV crashes and fatalities traveling at high speeds. In 2019, there were 860 fatal crashes in areas with posted speed limits of 70 to 75 miles per hour. Twenty-four fatal crashes in areas with posted speed limits between 80 to 85 miles per hour. Approximately 20 percent of fatal crashes occur in areas with posted speed limits in these ranges. The rule will help reduce crashes and save lives on our nation's roadways." This rule, if finalized in an expeditious matter, will have a demonstrable effect on reducing the amount and severity of large truck crashes.

Nearly 5,000 people, including over 800 truck drivers, lose their lives in truck crashes annually. Additionally, another 146,000 are injured. These figures are unacceptable and demand action. TSC implores everyone to take advantage of the opportunity to affirmatively comment on this life-saving rule-making opportunity. Compelling the use of speed limiters in commercial motor vehicles has been proven to save lives.

###

The Truck Safety Coalition (TSC) is a partnership between Citizens for Reliable and Safe Highways (CRASH), also known as The CRASH Foundation, and Parents Against Tired Truckers (P.A.T.T.). 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

² Peterman, David. R. (2017). Commercial Truck Safety: Overview (CRS Report No. R44792). Retrieved from Congressional Research Service website: <https://crsreports.congress.gov/product/pdf/R/R44792>

crash victims, and educating the public, policymakers, and the media about truck safety issues. Visit our website at <https://trucksafety.org>