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## **Statement on NHTSA's Report of Another Year of Record-High Large Truck Crash Fatalities**

Washington, DC – April 1, the National Highway Traffic Safety Administration (NHTSA) released its report of [2022 traffic fatalities](#), and truck crash fatalities increased, again, for another consecutive year, with large truck crash deaths surpassing 5,900 lives lost. Truck Safety Coalition (TSC) Board President Tami Friedrich lamented the report. **"This is unacceptable.** I call on Secretary Buttigieg to take action and URGENTLY proceed with rulemaking to require the use of speed limiters and automatic emergency braking in large trucks as soon as possible. No one else needs to die because of bureaucratic inaction."

NHTSA reports that 5,936 people, including truck drivers, perished in truck crashes in 2022 and over 160,000 injured. This represents an unfathomable 75% increase in truck crash fatalities since 2009. Despite passenger vehicles being safer than ever, 97% of fatalities occur to passenger vehicle occupants in large truck crashes. TSC urges the following steps as a starting point to address this crisis:

- Require Automatic Emergency Braking (AEB) and Advanced Driver Assistance Systems (ADAS) **on all commercial motor vehicles (CMVs)**
- Expeditiously complete proposed rulemaking compelling the use of speed limiters in all CMVs
- Require rear and side underride guards on all CMVs
- DOT must raise the commercial motor carrier minimum insurance requirements as outlined in H.R. 6884, the Fair Compensation for Truck Crash Victims Act.

- FMCSA must initiate rulemaking requiring a New Entrant Knowledge Test for new motor carriers to demonstrate they comprehend critical rules and regulations to safely operate CMVs in interstate commerce
- Existing safety measures must be protected, and industry-friendly rollbacks must be resisted, such as removing any requirements for direct supervision of Commercial Learner's Permit drivers who lack experience driving dangerous large trucks

Shockingly, amid this truck crash fatality crisis, FMCSA is proposing to roll back [safety standards](#) under the guise of "flexibility" for carriers. The proposed changes have a clear negative impact on safety, which the agency fails to even attempt to assess in its analysis. Secretary Buttigieg calls the reality of today's roadway crisis "Unacceptable." Yet, FMCSA is moving forward with unacceptable proposals that weaken and compromise existing safety regulations.

Parents Against Tired Truckers (P.A.T.T.) Board Co-Chair Russ Swift warns, "The carnage on our roadways is deeply disturbing. These crashes won't go away on their own, we need our public officials to show courage and put the needs of the public above the interests of large trucking companies."

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