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Federal Advisory Committee on Underride Protection Publishes Report to Congress & Secretary of US Department of Transportation

Washington, DC – Today, the Federal Advisory Committee on Underride Protection (ACUP) called for urgent and sweeping changes to advance critical truck safety reforms following the publication of its Congressionally-mandated [Report](#). Comprised of stakeholders from across the truck and trailer industry, safety organizations, crash victims, insurance companies, law enforcement, crash reconstruction specialists, and more. The ACUP deliberated for over a year in fulfillment of its congressional mandate to provide advice and recommendations to the DOT Secretary and Congress on safety regulations to reduce underride crashes and fatalities relating to underride crashes.

“Nothing is stronger than an idea whose time has come. Preventing underride crash deaths and injuries is an exceedingly attainable goal,” said ACUP Chair, Lee Jackson. “This report cuts through the noise and provides clear recommendations, that if followed, will undoubtedly save lives. We are experiencing a truck crash fatality crisis, and it is incumbent on all parties to step up and commit to putting an end to these preventable tragedies.”

The report comes on the heels of one of the worst years for truck crash deaths in modern history. NHTSA reports that large truck fatalities surged, reaching nearly 5,900 deaths (*not restricted to underride-related crashes*). In addition, there were over 160,000 injuries. Since 2009, truck crash deaths have increased by 75%.

The ACUP Report calls for the following:

- All semi-trailers and single-unit trucks should be equipped with side underride guards, such guards should additionally protect vulnerable road users (Report, P.6),

- NHTSA’s Rear underride guard rule should be amended to meet the [IIHS TOUGHGUARD](#) standard, or equivalent and apply to all trailers and single-unit trucks (Report, P.6)
- FMCSA & NHTSA must expeditiously complete Heavy Vehicle Automatic Emergency Brake Rulemaking for all classes of CMVs. (Report, P.7)
- NHTSA should issue an Advanced Notice of Proposed Rulemaking for Front Impact Guards and harmonize with global front override regulations (Report, P.7)
- FMCSA should issue stronger conspicuity tape requirements and have them apply to all classes of CMVs, including single-unit trucks (Report, P.7)
- DOT and NHTSA should prioritize additional research to prevent underride crashes as recommended in the ACUP report (Report, P. 7-9)

Jennifer Tierney, ACUP Member, and Citizens for Reliable and Safe Highways (CRASH) Chair, was honored to be a part of this important work, “It was truly a privilege to contribute to the ACUP mission. My only regret is that it has taken my entire adult life for DOT to recognize the severity of the problem, and the available solutions. My heart breaks for the thousands who perished needlessly waiting for something to be done. I urge Secretary Buttigieg and Members of Congress to enact the advice and recommendations made in this report swiftly.”

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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 www.trucksafety.org.