

REJECT ALL ANTI-SAFETY RIDERS IN OMNIBUS

Truck crashes, deaths and injuries are skyrocketing. Riders that degrade safety even further should not be tucked into a must-pass funding bill.

More than 10 people each day are killed and over 300 more are injured in crashes involving a large truck, on average.

Relentless attempts to rollback and weaken truck safety rules threaten to make our roads even more dangerous and deadly for all motorists.

- **OPPOSE efforts to thwart requirements for truck driver hours of service (HOS) rules as well as electronic logging devices (ELDs), including for specific industries such as livestock haulers.**
 - Truck driver fatigue remains a serious safety concern with at least 13% of truck crashes involving truck driver fatigue as a factor in the crash according to the DOT Truck Crash Causation Study.
 - ELDs are a neutral technology that only records the drivers' HOS and puts all truck drivers on the same playing field. They prevent drivers from taking advantage by violating the HOS rules or exceeding the HOS driving limits.
 - The HOS rule does not tell drivers when to sleep and when to drive, it only limits the consecutive hours per work day and the total number of hours per work week that can be driven, and requires a 10-hour off-duty period in which the driver has the opportunity to obtain 8 hours of sleep/rest before starting another driving shift.
 - Industry specific exemptions were rejected by the Federal Motor Carrier Safety Administration (FMCSA) when the agency issued the ELD rule because of safety concerns.
 - Language to preempt state meal and rest breaks for truck drivers should be rejected. Congress should not be in the business of overturning state meal and rest break laws especially as driver fatigue remains a serious threat to public safety.
- **OPPOSE bigger and heavier trucks, including increasing the federal weight limit, to allow operation of "double" or "twin" 33s, state and industry exemptions and pilot programs.**
 - Bigger trucks will wreak havoc on our Nation's infrastructure.
 - Increases to truck size and weight have been consistently and strongly rejected. A nationwide poll released in January showed that 7 of 10 respondents opposed longer and heavier trucks. Last month, a letter signed by over 1,000 local government officials was sent to Congress urging rejection of any attempts to increase truck size and weight. Last Congress, both the House and Senate voted down efforts that would have

allowed bigger and heavier trucks in strong bipartisan votes. And, as recently as 2016, the U.S. Department of Transportation (U.S. DOT) recommended that no changes be made to federal truck size and weight laws.

- Longer and heavier trucks threaten the safety of truck drivers, which is already one of the most dangerous professions, as well as all road users.
 - Despite misleading claims to the contrary, bigger trucks will not mean fewer trucks.
- **OPPOSE any provisions that would interfere with ongoing agency safety rulemakings including for speed limiting devices.**
 - Over 1,000 lives are lost annually to speeding commercial motor vehicles (CMVs) on average.
 - The safety benefits of controlling the speed of a CMV are incontrovertible. A 2012 study commissioned by FMCSA found that trucks not equipped with a speed limiting device had a speed-limited-relevant crash rate that was nearly two times higher than those trucks equipped with the device.
 - Speed limiters are also already widely used in the industry. This technology is currently being used by over 75% of trucks on the road in the United States.
 - Truck drivers support speed limiters. A 2007 survey of truck drivers by the Insurance Institute for Highway Safety (IIHS) found 64% of drivers were in favor of a truck speed governor requirement.