

Oppose amendments to Division G (THUD) that would jeopardize safety on our nation's roads.

Reject Special Interest Carve-outs to Truck Safety Rules Intended to Prevent Fatigue:

NO on Bost #45: This amendment prevents the Federal Motor Carrier Safety Administration (FMCSA) from conducting an important rulemaking on time a driver spends behind the wheel while off duty in certain situations.

NO on Cheney #55: This amendment would provide a broad exemption from hours of service (HOS) rules intended to prevent truck driver fatigue.

NO on Cheney #57: This amendment would rollback the rule requiring truck drivers to use electronic logging devices (ELDs) to ensure compliance with HOS rules.

- **Fatal truck crashes continue to occur at an alarmingly high rate.** In 2020, nearly 4,900 people were killed in crashes involving a large truck. Since 2009, the number of fatalities in large truck crashes has increased by 45 percent.
- **There should be no exemptions to the HOS or ELD rules.** All truck drivers, regardless of what they are hauling are susceptible to fatigue. Special interest carve-outs should be categorically rejected. *The authorizing Transportation and Infrastructure Committee and then the House just passed the INVEST in America Act (H.R. 3684) which did not include ELD or HOS exemptions.*
- **The National Transportation Safety Board (NTSB) has repeatedly cited fatigue as a major contributor to truck crashes and recommended that all trucks and buses be equipped with logging devices.** Large truck drivers operate very long shifts often without adequate sleep, on constantly changing schedules that can conflict with biological circadian rhythms.
- **ELDs provide an objective record of a driver's on-duty time.** ELDs increase compliance with HOS rules and improve the ability of law enforcement to ensure same. The FMCSA reports that since the implementation of the ELD rule, the percentage of driver inspections with an HOS violation has decreased substantially.
- **Attempts to circumvent, weaken or evade essential truck safety rules are not only dangerous for truck drivers but all other road users as well.** Exemptions from safety rules have been consistently opposed by safety, consumer, public health and animal protection organizations, and crash victims.

NO on Walberg #30: This amendment would hamper the ability of the National Highway Traffic Safety Administration (NHTSA) to encourage the use of motorcycle helmets. Motorcycles are the most hazardous form of motor vehicle transportation. More than 5,000 motorcyclists were killed in crashes in 2019, and estimates for 2020 show a 9% increase. When crashes occur, helmet use is critically needed to prevent one of the leading causes of crash death and disability in the U.S. – head injuries.

NO on Any Amendment That Would Result in a Cut to DOT Funding (#1, #11, #27, and #73): These amendments would cut important funding necessary to improve safety. In 2020, motor vehicle crash fatalities reached their highest projected level in over a decade, despite less traffic on the roads. Adequate funding of the U.S. Department of Transportation (DOT) and its safety agencies is critical to save lives, prevent injuries, and contain crash costs.

In 2020, 38,680 people were killed on our nation's roads. Anti-safety efforts that exacerbate the persistently high emotional, physical and economic toll resulting from motor vehicle crashes must be rejected.