

## Safety Scorecard:

### Transportation and Infrastructure Committee Markup, May 23, 2023

**Advocates for Highway and Auto Safety, America Walks, Center for Auto Safety, Citizens for Reliable and Safe Highways, Consumer Federation of America, Consumers for Auto Reliability and Safety, Families for Safe Streets, Kids and Car Safety, League of American Bicyclists, National Consumers League, Parents Against Tired Truckers, Society for the Advancement of Violence and Injury Research, Trauma Foundation, and Truck Safety Coalition Urge You to Oppose the Following Anti-Safety Bills**

**In 2021, nearly 5,800 people were killed in crashes involving a large truck. We urge Congress to advance policies that make our roads safer for everyone and to reject policies that further endanger all.**

#### **H.R. [3013](#), Licensing Individual Commercial Exam-takers Now Safely and Efficiently (LICENSE) Act**

One of the critical components to enhancing safety of commercial motor vehicle (CMV) operations on our Nation's highways is to ensure only safe drivers operate CMVs. Over the past three decades, Congress has enacted laws establishing uniform standards for every state to follow when issuing a commercial driver's license (CDL). Temporary licensing exemptions to accommodate the COVID-19 pandemic were issued and appropriately terminated. This bill would create permanent changes to regulations by encouraging "forum shopping" by allowing candidates to take the driver skills test in any state as well as drastically reducing the qualifications required to become a certified examiner. This would allow unqualified examiners to administer knowledge tests despite not being certified to do so. These are unnecessary and dangerous loopholes.

**OPPOSE**

#### **H.R. [2948](#), Carrying Automobiles Responsibly and Safely (CARS) Act, H.R. [3372](#), Safer Highways and Increased Performance for Interstate Trucking (SHIP IT) Act, H.R. [3318](#), Axle Variance for Dry Bulk & H.R. [3447](#), Allowing Hydrogen Powered Vehicles to Exceed Federal Weight Limits on the Interstate Highway System**

Bigger and heavier trucks endanger all motorists and disproportionately damage the infrastructure. Exemptions from federal truck weight limits severely diminish their effectiveness and compromise enforcement efforts. Any measure to increase, circumvent or provide exemptions to truck size and weight limits or axle tolerances, including state or industry carve-outs, pilot programs or other efforts should be rejected.

**OPPOSE**

#### **H.R. [3408](#), The DRIVE Safe Integrity Act**

The federal age requirement for an interstate CDL has been 21 years old for over eight decades (since 1937). This was established, in part, because younger CMV drivers have higher crash rates. In fact, CMV drivers under the age of 19 are four times more likely to be involved in fatal crashes, and CMV drivers between the ages of 19 and 20 are six times more likely to be involved in fatal crashes. The public opposes lowering the CDL age. Moreover, problems within the industry that create unsafe working conditions and create truck driver retention issues remain unaddressed. The U.S. Department of Transportation must not be prevented from implementing sensible safeguards to protect the public during the Safe Driver Apprenticeship Pilot Program.

**OPPOSE**