

Anti-Safety Amendments Adopted to and Anti-Safety Sections in HR 4820 Will Make Our Nation's Roads Even More Dangerous and Deadly

Amendments include:

- **Rule Amdt. #71. Perry (PA) (Adopted by Voice Vote) Automatic Emergency Braking (AEB, Heavy Vehicles):**
 - This amendment would prohibit the use of funds to finalize, implement, or enforce the notice of proposed rulemaking related to AEB.
 - On average, 118 people were killed every day on roads in the U.S. in 2021, totaling nearly 43,000 fatalities for the year. An additional 2.5 million people were injured. This represents a 27 percent increase in deaths in just a decade.
 - Conservatively, the annual economic cost of motor vehicle crashes is approximately \$340 billion (2019 dollars). This means that every person living in the U.S. essentially pays an annual “crash tax” of over \$1,000. Moreover, the total value of societal harm from motor vehicle crashes in 2019 was nearly \$1.4 trillion.
 - AEB will prevent or mitigate crashes involving leading crash contributors including – drunk, drugged, distracted and drowsy driving and speeding.
- **Rule Amdt. #s 53. Graves (LA) (Adopted by Voice Vote), 49. Cammack (FL) (Adopted by Voice Vote) and 54. Greene (GA) (Adopted by Voice Vote):**
 - These amendments prohibit the use of funds to promulgate certain new safety rules or reduce DOT leadership salary and will have a negative impact on advancing urgently needed vehicle safety improvements and impede the DOT's needed efforts and mission to ensure the safety of the Nation's transportation system.
- **Rule Amdt. #52. Gooden (TX) (Adopted by Voice Vote) Rear-End Collision Avoidance:**
 - This amendment prohibits the U.S. Department of Transportation (DOT) from contributing funds to the National Highway Traffic Safety Administration (NHTSA) to enforce rules and regulation for center high mounted stop lamps, a type of rear brake light.
 - In 2019, there were nearly 2.2 million rear-end police reported crashes involving light vehicles, which led to 1,798 deaths and 574,000 injuries.
 - This amendment adds an unreasonable restriction on NHTSA's ability to conduct research and improve public safety on the nation's roads.

Sections include 131 through 134:

- **Sec. 131:** Prohibits use of funds to advance rules for speed limiting devices in commercial motor vehicles (CMVs). Speeding is a persistent and deadly issue that must and can be addressed with proven technology. These safety systems are in most trucks on the road today. The National Transportation Safety Board (NTSB) has recommended requiring the use of speed limiting devices since 2012.

- **Sec. 132 and 133:** Prohibits use of funds to require inward-facing cameras for the Safe Driver Apprenticeship Pilot Program (SDAP) and to require the SDAP is registered with the Department of Labor's "industry-driven, high-quality career" Registered Apprenticeship Program to ensure the integrity of the SDAP. 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 than all truck drivers. This age group should not be driving big rigs across the country, but the pilot program allows them to do so. Commonsense safeguards for the program should not be removed or weakened.
- **Sec. 134:** Prohibits funding to enforce requirements related to electronic logging devices (ELDs) for carriers transporting livestock and insects. Truck driver fatigue is a known and serious issue that contributes to truck crashes, fatalities and injuries. ELDs have been required since 2017 and are a proven technology to record hours of service (HOS) limits and to ensure drivers are not exceeding the maximum hours behind the wheel.

Roadway fatalities, injuries and related costs continue to be exceedingly high and need to be reduced, not compounded!