

**Large truck crashes killed more than 5,900 people and injured more than 160,000 people in 2022.**

**Fatalities involving large truck crashes increased 76 percent since 2009.**

**Truck driving is identified as one of the most dangerous occupations in the U.S. by the Bureau of Labor Statistics (BLS).**

**Truck safety needs to be improved, NOT weakened.**

**OPPOSE the following provisions in Senate FY 2025 THUD Bill, S. 4796: Secs 130-131**

<b>Sec. 130</b>	Prohibits funding to enforce requirements related to electronic logging devices (ELD) 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) and to ensure drivers are not exceeding the maximum hours behind the wheel.	<b>OPPOSE</b>
<b>Sec. 131</b>	Prohibits use of funds to require inward-facing cameras for the Safe Driver Apprenticeship Pilot Program (SDAP). Prohibits use of funds for the SDAP to be registered with the Department of Labor's "industry-driven, high-quality career" Registered Apprenticeship Program to ensure the integrity of the SDAP. Commercial motor vehicle (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. Clearly, this age group should not be driving big rigs across the country, but the pilot program allows them to do so. Commonsense safeguards are needed and appropriate.	<b>OPPOSE</b>

**ANTI SAFETY RIDERS SHOULD NOT BE TACKED ONTO CRITICAL FUNDING BILLS**