

Summer
2012



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Speed Limiter Rule is Written

Dear Friends:

ROAD SAFE AMERICA NEEDS YOUR HELP TO ENSURE THAT WASHINGTON ACTS!

Since our founding in 2003, Road Safe America has become a leading advocate for heavy truck safety. **We promote common-sense changes in the way heavy commercial vehicles are driven which will save numerous lives each year and prevent even more injuries.**

The multi-year Transportation Bill has passed the U.S. Senate with a mandate for Electronic On-Board Recorders which RSA strongly supports. It also includes a directive for the Secretary of Transportation to review the minimum liability insurance required for this inherently dangerous industry. The House passed a much less comprehensive bill and the two chambers are now in conference in an attempt to combine the two versions of the bill. We are working hard to ensure that our safety language stays in this important legislation.

The speed limiter rule is written and scheduled to be published for public comments at summer's end by the Department of Transportation. Each of our top three issues are on the "front burner" in Washington. Please let your Congressman and Senators know that you want their active support of all three. Sample letters and instructions to contact your elected officials are available on our website.

We thank you all for your continued interest and support. Please take a moment to call or send a message now to your representatives in Washington to ensure that all three of these requirements we have worked on for so long become law.

Best Regards,

A handwritten signature in black ink, appearing to read "Susan + Steve".

Susan and Steve Owings

Join the RSA Ambassador Corps

For several years, we have encouraged friends and supporters to join the RSA Ambassador Corps. RSA Ambassadors are people like you who volunteer to promote our efforts around the country. Each individual state has the authority to pass laws that can either improve heavy truck safety or weaken progress toward safety. Our Ambassadors keep us informed of these changes. We often have a need for a special message to be sent from local citizens to their elected officials in their statehouse, local media, or our nation's capital.

Currently, RSA has dozens of Ambassadors in more than twenty states helping to keep our message resonating within their communities. **Won't you consider becoming a member of our Ambassador Corps?** As an Ambassador, you will receive emails from Tom Hodgson, our Executive Director, that will keep you informed of newsworthy developments relevant to heavy truck safety. On occasion, you will be asked to call or write your Congressman, Senators or Governor to support or oppose specific initiatives pertinent to RSA's objectives. Easy to follow guidelines will be provided to help you with these requests. This grassroots effort can make a real difference in Washington and in your state's capital. If interested, please email Tom Hodgson at tmhodgson@roadsafeamerica.org. There is no financial obligation for you and we believe your efforts will have a meaningful impact on the safety of our highways.

Visit our website at www.roadsafeamerica.org

Speed Limiter Use Gains Traction

The Difference Between EOBRs and Electronic-Logging



A Move Toward Speed Limiters

Within the past few months, there have been at least three very important and welcomed endorsements for the required use of speed limiter devices on heavy trucks.

In March, the Board of Directors for the Truckload Carrier Association came out in favor of 65 mph speed limiter use. Members of this group are primarily long-haul carriers transporting products across the country. The message they sent to their members is: This technology makes you safer!

In early April, the Federal Motor Carrier Safety Administration (FMCSA) completed and released their study of speed limiters. Steve Owings, representing the safety advocacy community, served as a "peer reviewer" for this study. Their findings were very encouraging. FMCSA found that: "Results from multiple analyses indicated a profound safety benefit for trucks equipped with an active speed limiter". That's a very direct message and an important endorsement of our position.

Finally in late April, the National Private Truck Council announced that its Board was unanimously in favor of speed limiters set at 65 mph. This action, led by Wal-Mart, is from the group that represents large corporations who manage their own fleet of

heavy trucks to move their own merchandise.

The mandated use of speed limiting technology is a key ingredient in Road Safe America's agenda for safer trucking. It's not a law yet, but it's currently being discussed in Washington, D.C. and also in more and more companies within the trucking industry.

There are still those who oppose making this logical safety practice a law; the independent truckers. RSA salutes the small businesses of America and the legacy of proud men and women who work hard in this very dangerous job. While we understand the inherent autonomy of the independent truckers, we also believe that safety should not be compromised in order to gain a competitive advantage.

Congress Asks RSA for Help

During numerous visits to Capitol Hill, advocates have vigorously argued for a requirement to mandate that speed limiters on heavy commercial vehicles be set at a reasonable maximum speed. RSA's position highlights the safety benefits of this technology. Our elected officials and their staff asked for data in support of this change.

RSA is considered an unbiased authority based on our absolute independence from any industry or corporation. This year, RSA provided Washington decision makers with dozens of articles and position papers regarding the benefits of speed limiters. Sources like the Insurance Institute for Highway Safety and AAA have also independently supported the use of this technology. We were pleased to be the organization chosen to provide this supporting data to Capitol Hill. Visit our website to learn more.

An Electronic On-Board Recorder (EOBR) is a management tool which can monitor a number of operational events in vehicles.

EOBRs can be ordered with capabilities to report to headquarters, in real time, any driving activity which causes alarm, such as hard-braking events. These are great tools for both safety and productivity. One of the many applications EOBRs can provide is to record hours of service, and this is what RSA and other safety advocates believe is key to safer highways.

The past year has seen a lot of news regarding the efforts by the FMCSA to require the use of EOBRs in some heavy commercial vehicles to log drive time. That rule would have required electronic logging only for companies that have consistently been caught falsifying their logbooks.

Following strong objections by independent truckers, a court nullified the FMCSA's original ruling, arguing that the Department of Transportation did not prove that EOBRs would not be used by dispatchers, shippers and receivers to harass drivers on the road. In addition, the court did not define harassment.

Since that decision in September, 2011, the FMCSA has held two public 'listening sessions' and engaged in significant research at-



No more paper logbooks!

tempting to define the operating rules for an EOBR that do not lead to harassment. However, as a participant at one of the listening sessions stated, “Machines don’t harass drivers, people harass drivers.”

A professional driver should be treated with respect by all members involved in shipping and receiving goods. Road Safe America believes that the EOBR device, used properly for electronic logging, will improve *Hours of Service* compliance and reduce fatigued driving of commercial truckers. Drivers on American highways deserve to know that our government is at work to assure that potentially fatigued truck drivers are having their driving hours logged in an accurate way automatically, instead of a handwritten, honor system by the very people who are paid more if they drive longer and/or faster. We support a broad mandate for electronic logging.

Did You Know?

Steve Owings has had more than 50 meetings with Legislative and Regulatory staff and representatives since January!



Steve Owings and Ray LaHood, U.S. Secretary of Transportation, during a recent visit to Washington, D.C. for National Transportation Week and the launch of Safety.Data.Gov.

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**SAVING LIVES.
ONE MILE AT A TIME.**

Visit our website at www.roadsafeamerica.org

SteerSmart—Safety Education for Young Drivers

Every day drivers and passengers in their teens and early twenties are involved in fatal or life-shattering crashes. In fact, car crashes are the number one cause of death for young drivers.

SteerSmart, an Atlanta based non-profit organization led by Lauren Winborne, is devoted to changing this statistic through dramatic presentations, literature and videos targeting young drivers and their parents. These educational programs help young drivers become more responsible, safer drivers and educate their parents about the real risks young drivers and their passengers face as well as how to better protect against those risks.

Susan and Steve Owings attended a SteerSmart event in Atlanta where more than 400 area high school students and their parents participated in several programs including a safety presentation by Guy Young, a member of the Georgia Motor Trucking Association, and truck drivers from Wal-Mart and Publix.

RSA appreciates SteerSmart’s efforts toward including information about the dangers of driving near heavy trucks in their program.



Young drivers listen to a safety presentation by Guy Young from the Georgia Motor Trucking Association at an Atlanta SteerSmart event.

In The News

The Federal Motor Carrier Safety Administration has released its 2012-2016 strategic plan. This plan includes a “vision for the future that moves toward zero commercial motor vehicle crashes, injuries and fatalities.”

FMCSA Administrator Anne Ferro has supported a more aggressive safety agenda since she became administrator in 2009. Ferro advocates that the FMCSA “raise the bar (for companies) to enter the motor carrier industry, maintain high safety standards to remain in the industry and remove high risk carriers.”

RSA applauds Ferro’s vision and the FMCSA’s strategic plan.