

March 18, 2021

The Honorable Maria Cantwell
Chairwoman
Committee on Commerce, Science, and
Transportation
U.S. Senate

The Honorable Roger Wicker
Ranking Member
Committee on Commerce, Science, and
Transportation
U.S. Senate

The Honorable Peter DeFazio
Chairman
Committee on Transportation & Infrastructure
U.S. House of Representatives

The Honorable Sam Graves
Ranking Member
Committee on Transportation & Infrastructure
U.S. House of Representatives

Dear Chairs Cantwell and DeFazio and Ranking Members Wicker and Graves,

Our broad coalition consisting of trucking companies, safety advocates, and other stakeholders, urge you to support reintroduction S.3005, the Cullum Owings Large Truck Safe Operating Speed Act, in the 117th Congress.

This legislation would require all new commercial trucks with a gross weight of 26,001 pounds or more (class 7 & 8) to continue to be equipped with speed-limiting devices, which must be set to a maximum speed of 65 miles per hour, or 70 mph with the use of automatic emergency braking and adaptive cruise control. It would also require speed limiters to always be used while a truck is operating and extend the maximum speed requirement to existing class 7 & 8 trucks.

Speed limiter technology has been built into most class 7 & 8 trucks since the late 1990s and their use has been mandated in many other countries for nearly four decades. Leading U.S. motor carriers voluntarily use this technology to reduce their involvement in crashes and increase the fuel efficiency of their trucks. Additionally, the Federal Motor Carrier Safety Administration has found that besides the reduced fuel consumption for trucks with their speed limiters set, these trucks are half as likely to be involved in highway speed crashes as trucks without their speed limiters set.

Congress can greatly improve road safety by requiring the use of an *existing technology* in large trucks by passing a policy that enjoys widespread support. Seventy-nine percent of the public supports congressional action to require the use of speed limiters on large trucks, and the language of the bill exactly reflects the American Trucking Association's updated policy on speed limiters.

We hope you will take this opportunity to save lives and address the preventable issue of speeding today.

Sincerely,

The Trucking Alliance*

AAA

Truckload Carriers Association

Road Safe America

Institute for Safer Trucking

National Coalition for Safer Roads

** The Trucking Alliance represents Cargo Transporters, Dupré Logistics, JB Hunt Transport, KLLM Transport Services, Knight Transportation, Maverick Transportation LLC, Swift Transportation, US Xpress, May Trucking Company, and Schneider.*