



## Winter 2023 Newsletter

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Dear Friends:

As we enter the new year, we are excited about several important developments in truck safety regulations. The National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier Safety Administration (FMCSA) have announced several upcoming rulemakings in 2023 relating to speed limiters, automatic emergency braking, and side underride guards.

The FMCSA announced it will proceed with rulemaking for a speed limiter mandate to limit the top speed of the heaviest trucks over the life of the vehicle. This initiative is in direct response to a petition for rulemaking from Road Safe America. We are encouraged by the FMCSA's determination to move forward on this life-saving policy and expect this to be finalized this year. We are thankful for all of you who have supported us in our quest to require the use of speed limiters in large trucks.

The FMCSA and NHTSA will also work to establish a safety standard that will require new heavy vehicles to be equipped with automatic emergency braking (AEB) systems and to standardize their performance when the systems are optionally installed on older vehicles. Road Safe America has long supported requiring AEB on large trucks and we welcome this very promising step forward.

Lastly, NHTSA signaled that it would be releasing an advanced notice of proposed rulemaking that will consider requirements for side underride guards. This rulemaking will mitigate the harmful effects of underride crashes into the side of trailers and semi-trailers. Road Safe America will submit a public comment in support of requiring side guards in the coming months. Road Safe America has been one of the leading voices on these truck safety issues.

We thank you for your loyal support of Road Safe America. Your contributions allow us to continue our important work to make trucking safer throughout our country. We look forward to a big year for safety advances and we are grateful for all that you do to help make these positive things happen.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan &amp; Steve", written in a cursive style.

Susan and Steve Owings  
Co-founders



# THANK YOU FOR HELPING US PUT SAFETY FIRST

Gifts received between September 1, 2022 and January 31, 2023

Each year we appeal to you, our loyal donors and friends, to make a charitable gift to support our mission. Each year you respond with overwhelming generosity. We are deeply appreciative of your kindness and your confidence in our efforts to make our roads safer for our families and loved ones – Steve and Susan Owings

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## SAFER TRUCKING = SAFER FAMILIES

### Safer Trucking Report Underscores the Dangers of Speeding

The Institute for Safer Trucking released their second annual Safer Trucking Report which looks at truck crash statistics, offers policy recommendations to improve safety, and highlights memorials of people killed in large truck crashes. This year's report included a focus on speeding and identified several startling statistics:

- From 2011 to 2020, there was a 164% increase in truck crash deaths on roads with speed limits of 75mph or more. This compares to a 29% increase in truck crash deaths on roads with speed limits of 70 mph or less over that same time period.
- In 2021, there were more than 115,000 driver violations for speeding which makes speeding the most frequent driver violation in inspections.

Traveling over the speed limit is dangerous under any circumstances but where truck crashes are involved, excessive speed exponentially compounds the injuries, deaths and damage to property. This is why Road Safe America continues to urge policy makers to mandate the use of speed limiters in all of our heaviest commercial vehicles.

### Road Safe America Priorities

- Advocate for the Department of Transportation to require the use of speed limiters in large trucks
- Encourage the Secretary of Transportation to update the amount of minimum insurance coverage required per crash from \$750,000 to an amount that reflects inflation effects over the past 40 years
- Urge the Department of Transportation to reintroduce rulemaking for screening truck drivers for obstructive sleep apnea
- Ask the Federal Motor Carrier Safety Administration and National Highway Traffic Safety Administration to conduct research on rear underride protections at speeds of 65 mph and the feasibility and safety benefits of side underride guards