



**Cargo Transporters • Dupré Logistics • JB Hunt Transport • KLLM Transport Services • Knight Transportation •
Maverick USA • Swift Transportation • US Xpress
Alliance for Driver Safety & Security (Trucking Alliance)
100 M Street SE, Suite 600 • Washington, DC 20003**

April 12, 2017

The Honorable Elaine Chao
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

The purpose of this letter is to encourage your support for continuing several safety reforms at the Federal Motor Carrier Safety Administration (FMCSA); regulations that can reduce large truck accidents on our nation's highways. Recent arguments by a few transportation and business groups that urged you to delay these safety reforms are not only self-serving to these groups, but would be counterproductive to the US Department of Transportation's (USDOT) mission to improve transportation safety for all Americans.

Background on the Trucking Alliance: In 2011, a small group of transportation companies formed the Alliance for Driver Safety & Security, also known as The Trucking Alliance. Our mission remains singularly focused – to improve the safety and security of our commercial drivers. Our companies collectively employ 68,000 drivers, managers and logistics personnel who utilize 52,000 trucks and 175,000 semitrailers/containers to safely and efficiently deliver products throughout North America.

The Trucking Alliance has emerged as a leading proponent of safety reforms in the trucking industry. To further differentiate Alliance carriers and demonstrate this commitment to safety, the companies adopted a core set of operating principles, all of which exceed the minimum federal requirements to operate as a motor carrier:

Electronic Logging Devices (ELDs) – Certified ELDs are installed in all interstate trucks to verify hour-of-service compliance.

Truck Speed Limiters – Trucks have speed limiters set at a maximum speed of no more than 65 mph.

Hair Testing – Support for hair testing as an alternative to a urine exam in conforming to federal commercial driver pre-employment drug testing processes.

Public Liability Insurance – Companies are sufficiently insured to adequately cover the medical

expenses incurred by victims of large truck accidents, while also supporting reasonable state-based tort reform measures.

Onboard Truck Safety Technologies – All new interstate trucks purchased have collision mitigation systems.

Driver Hiring and Training Programs – Companies utilize extensive pre-employment screening and ongoing driver training programs that exceed federal standards.

These standards can improve the safety and security of commercial drivers, as well as the motoring public with whom we share the highways. For these reasons, we urge industry-wide adoption of these FMCSA safety reforms:

Electronic Logging Devices (ELDs)

In 2011, former US Senators Mark Pryor and the late Frank Lautenberg introduced legislation to require electronic logging devices in all commercial trucks. These ELDs can replace paper logbooks and prevent truck drivers from exceeding their hours behind the wheel. Congress included the Pryor/Lautenberg bill in the “Moving Ahead for Progress in the 21st Century Act (MAP-21) and directed FMCSA to implement Congress’s ELD mandate. On December 17, 2017, all interstate commercial trucks must have these ELDs installed.

1. ELDs will save lives.

FMCSA has evaluated the inherent safety benefits that accrue to carriers that utilize ELDs – an 11.7 percent reduction in crash rates and a 50 percent reduction in hours-of-service violations. Further, the agency estimates that after ELDs are fully installed in all interstate commercial trucks, 1,844 large truck crashes will be avoided, reducing injuries and saving the lives of at least 26 people each year.

2. ELDs will improve a truck driver’s quality of life.

Trucking companies and the drivers they employ pride themselves on their work ethic and their commitment to safety. Truck drivers contribute to a strong economy and the standard of living we enjoy. But truck drivers have a difficult job that requires a deep sense of responsibility to meet the expectations of their employer and the shipping customer. And this work ethic and commitment to perform well are often placed at cross purposes, either directly or indirectly, with expectations that force drivers to extend their work hours beyond what the human condition can safely and legally perform. ELDs will provide drivers with a method to withstand these pressures.

3. ELDs are not ‘over-regulation’.

Surprisingly, some segments of the transportation and shipping communities view the ELD mandate as over-regulation. These groups view productivity in terms like accelerating the assembly line or running longer hours to reduce per unit costs. They would simply apply these principles to the trucking industry, forcing drivers to work longer hours and drive their trucks faster, to meet their competitive expectations. These views are not germane to the trucking industry. They are recipes for disaster – risking even more accidents, injuries and fatalities to truck drivers and the general public.

ELDs enable trucking companies and drivers to proudly demonstrate their enviable work ethic, but within the legal framework of federal hours of service rules. Industrywide compliance will ensure that our drivers are better rested, safer and more secure in their jobs.

4. ELDs will improve efficiencies throughout the US supply chain.

ELDs will define the maximum capacity of the trucking industry. That will enable the shipping community to shift its focus away from supporting longer truck driving hours to eliminating inefficiencies and waste

within the supply chain. For example, Trucking Alliance carriers can verify that a typical over-the-road truck driver spends about 6.5 hours each day actually driving. The other 4.5 hours which could legally be spent on the road are spent at the shipper location, sitting in the truck and waiting to load or unload freight.

Hair Testing

Section 5402 of the “Fixing America’s Surface Transportation Act,” (FAST Act) contained a provision that directed the Department of Health and Human Services (HHS) to issue scientific and technical guidelines for hair testing, as a method to detect controlled substance abuse. After the HHS issues its guidelines FMCSA may initiate a rulemaking to permit hair testing as an acceptable alternative to urine testing for commercial driver drug testing requirements.

Before FMCSA completes this rulemaking, a process that could extend to years, the FMCSA Administrator should grant a petition for exemption recently filed by several carriers that are already utilizing established and recognized hair test protocols. If granted and as FMCSA completes its rulemaking, these petitioners may use a hair analysis, rather than spending unnecessarily on a second urine exam, to meet the federal drug test requirements for commercial driver job applicants,

Truck Speed Limiters

FMCSA has proposed that large commercial trucks be equipped with a speed limiting device. The Trucking Alliance strongly believes that excessive large truck speeds are critical factors in the severity of injuries and fatalities in large truck accidents.

The Trucking Alliance supports a federal regulation to require that all commercial trucks of the specifications proposed, whether engaged in interstate or intrastate commerce and whether new or old, be equipped with a truck speed limiter device. Further, the Trucking Alliance supports a truck speed limiter rule in which the maximum speed setting is no more than 65 mph.

Pre-Employment Screening (PSP)

The FMCSA created the PSP to help carriers make more informed hiring decisions, by providing secure, electronic access to the FMCSA’s commercial driver’s five-year crash and three-year inspection history. However, less than 1% of the industry utilizes the PSP. This is because the third party contractor that implements the program charges \$10 per report, a fee that is cost-prohibitive to many motor carriers and more than twice the price that the contractor originally promised, once its start-up costs were recovered. The FMCSA should renegotiate the PSP fee with this contractor, or another, to encourage more industry participation and help carriers make informed hiring decisions.

Minimum Financial Requirements for Motor Carriers

In 1980, Congress directed motor carriers to be sufficiently insured, the expressed purpose for which was to adequately compensate the victims of truck accidents. Congress authorized the minimum insurance requirement at \$750,000. That was 37 years ago. Most motor carriers today are woefully underinsured to compensate victims in the event of a catastrophic truck accident.

For this reason, in the “Moving Ahead for Progress in the 21st Century Act” or MAP-21, Congress authorized the Secretary of Transportation to evaluate whether the minimum financial requirements for motor carriers should be increased. Further, Section 32104 of MAP-21, also directed the Secretary to issue a report on the appropriateness of these requirements every 4 years, starting April 1, 2013, meaning that you should issue an updated report this year. There is considerable justification to increase this \$750,000 minimum insurance requirement that Congress set forth 37 years ago.

In summary,

Madame Secretary, in 2015, and according to USDOT data, there were 414,598 large truck accidents on US roadways, in which 116,000 people were injured and 4,067 people lost their lives. Of these fatalities, 594 were commercial truck drivers. Our industry cannot tolerate such tragic numbers every year.

That's why the Trucking Alliance carriers support the implementation of the safety reforms described above and also why we embrace the "Road to Zero" national initiative. Sponsored by the National Highway Traffic Safety Administration, FMCSA, the Federal Highway Administration and the National Safety Council, this campaign will utilize private and public sectors to design plans to fully eliminate all highway accident fatalities.

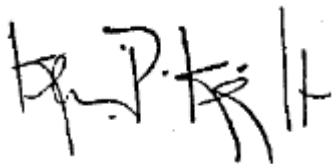
The trucking industry must achieve safety performance levels that compare to the US airline industry. There's every reason to believe that these truck safety reforms and others to follow, along with new and emerging truck safety technologies, can meet the objectives of the Road to Zero campaign and fully eliminate large truck accidents. We urge your support for these worthy objectives.

Sincerely,



Steve Williams
President - The Trucking Alliance

Chairman and CEO
Maverick USA
Little Rock, Arkansas



Kevin Knight
Vice President - The Trucking Alliance

Executive Chairman of the Board
Knight Transportation
Phoenix, Arizona

cc: Rep. Mario Diaz-Balart, Chairman, Transportation Appropriations Subcommittee
Rep. David Price, Ranking Member, Transportation Appropriations Subcommittee
US Senator Susan Collins, Chairman, Subcommittee on Transportation Appropriations

US Senator Jack Reed, Ranking Member, Subcommittee on Transportation Appropriations