



Advocates for Highway And Auto Safety -- Citizens For Reliable And Safe Highways (CRASH)
Consumer Federation of America -- Public Citizen -- Trauma Foundation

Support The Lautenberg - DeWine Truck Safety Amendment

Truck deaths are going up. 5,169 people were killed and more than 118,000 people were injured in crashes involving large trucks in 2004, representing about 12 percent of all traffic fatalities.

The Lautenberg - DeWine Amendment:

- Closes the loophole in the 1991 congressional LCV freeze by applying the freeze to all of the federal-aid National Highway System roads.
- Stops the escalating increases in the length of individual trailers and semi-trailers that threaten the safety of all motorists and our infrastructure investments.
- Freezes truck lengths in states that already are allowing combination trucks, such as extra-long doubles or triple trailer rigs, that are 90 to 120 feet in length - up to 8 times longer than the average size of a car or nearly half the size of a football field.
- Holds the line on trucking industry demands for heavier and heavier trucks.
- Addresses the real safety dangers of incompatible highway design and excessively long trailers, particularly on/off ramps, congested intersections and “off-tracking” on narrow two lane roads.
- Prevents extra-long trailers that are often overweight from rapidly destroying our roads and highways at astounding rates as shown in studies by the American Association of State Highway and Transportation Officials (AASHTO) and the FHWA.
- Supports the findings of numerous public opinion polls that the American public opposes bigger, longer, heavier and more dangerous trucks.
- Offers a commonsense solution to a sobering statistic. The fatality rate for big combination truck (tractor-trailer) crashes in 2003 is more than one and one-half times the rate for passenger vehicles.