



**STATEMENT OF JACQUELINE GILLAN, PRESIDENT
ADVOCATES FOR HIGHWAY AND AUTO SAFETY
FEBRUARY 1, 2012**

This morning I am pleased to be joined by representatives of a broad coalition of opponents to special interest truck provisions in legislation unveiled yesterday by the House Transportation and Infrastructure Committee. This legislation is the long-awaited multi-year, multi-billion dollar surface transportation authorization bill to fund our roads, bridges, transit systems and passenger railroads and is called the American Infrastructure and Jobs Act. Unfortunately, the legislation contains numerous provisions that are a radical assault on truck safety laws and regulations that for decades have been saving lives, preventing serious injuries and protecting taxpayer investments in our roads and bridges. No surface transportation bill proposed by either Democrats or Republicans in the past 25 years has included so many life-threatening provisions that completely disregard public safety.

For example, the legislation includes special interest provisions for the trucking industry and corporate interests that allow significant truck weight increases, dramatically expands the presence of triple trailer trucks and other longer combination vehicles on our roads, extends the length of single and double trailers, and includes numerous truck safety exemptions for specific industries that just don't want to follow commonsense rules of the road. These provisions are dangerous, deadly and destructive for everyone using our highways including families and truck drivers who will be forced to operate these overweight, giant rigs in traffic.

This morning you will hear from speakers from various organizations that are directly impacted by these special interest provisions. We are here to deliver the same message to the Transportation and Infrastructure Committee Members.

--Families who have buried loved ones killed in preventable truck crashes say "no" to bigger trucks.

--Over a million truck drivers represented by the Teamsters union say "no" to bigger trucks.

--Consumer, health and safety leaders say "no" to bigger trucks.

--Law enforcement working to keep our roads safe say "no" to bigger trucks.

--Engineers responsible for maintaining and repairing our nation's streets and highways say "no" to bigger trucks.

--Motorists represented by the AAA say "no" to bigger trucks,

--And finally, the public, in numerous opinion polls, overwhelmingly has spoken loud and clear and they say "absolutely no" to bigger, overweight, unsafe trucks.