



## AMERICAN TRUCKING ASSOCIATIONS

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### TRUCK SAFETY RECOMMENDATIONS FOR HIGHWAY REAUTHORIZATION

**Drug and Alcohol Testing Clearinghouse** – ATA supports the creation of a national clearinghouse for positive drug and alcohol test results (this has been ATA policy since 1999). Prior to hiring an employee, employers would be required to check with the clearinghouse for an applicant's failed tests and previous refusals to test.

**National Employer Notification System** - ATA supports a mandatory national employer notification system and recommends development of a standard protocol specifying type, format, and frequency of information required to be transmitted from the states. Violations/offenses to be reported to the states should also be standardized. States should be required to fully participate in this national system and provide information in a timely fashion. The retention period for violations/offenses on a driver's motor vehicle record should be left to the state's discretion.

**New Carrier Training** - ATA recommends new motor carrier owners, both interstate and intrastate, be required to satisfactorily complete a safety training class before commencing operation. Safety training curricula should meet uniform standards nationwide. The Task Force also recommends that the Federal Motor Carrier Safety Administration (FMCSA) safety inspection be conducted at 6 months rather than at the current 18 months. Further, the Task Force recommends requiring new carriers to attach proof of training to their application for a DOT number.

**Truck Speed Governing & Speed Limit** – ATA believes the speed of all electronically governed class 7 and 8 trucks manufactured after 1992 should be governed at a maximum speed not to exceed 65 mph. Speed limiters on newly manufactured class 7 and 8 trucks should be made more tamperproof. ATA also supports a national maximum speed limit of 65 mph for all vehicles.

**Truck Crashworthiness Standards** - ATA supports crash-worthiness standards for newly manufactured class 7 and 8 trucks, and a relative scale against which to measure a truck's crashworthiness.

**Tax Incentives for Advanced Safety Technologies** – ATA supports tax incentives to encourage motor carriers to voluntarily adopt advanced safety technologies, including collision avoidance systems, lane departure warning systems, vehicle stability systems, brake stroke monitors, electronic on-board recorders (EOBRs), and automated transmissions/automated manual transmissions.

Good stuff.

