



2018-14

NATIONAL SHERIFFS' ASSOCIATION SUPPORTS THE EFFORTS OF STOP UNDERRIDES AND ADVOCACY FOR COMMERCIAL VEHICLE SAFETY

WHEREAS, the NSA encourages support of law enforcement agencies across the United States in their efforts to prevent and curtail civilian and first responder deaths, injuries, and property damage due to underride events and to encourage proper reporting of these events; and

WHEREAS, the Insurance Institute for Highway Safety estimates that in 2016, 1,475 Americans were killed in passenger vehicle collisions involving commercial vehicles. Of those deaths, 295 were the result of side-impact deaths; 238 were the result of rear impact deaths; 915 were the result of frontal collision deaths; and, 27 people died when their vehicles struck an unknown part of the commercial vehicle; and

WHEREAS, according to the U.S. Department of Transportation, approximately 4,000 people have been killed in [crashes involving underride](#) between 1994 and 2014. Of that number, approximately 1,530 were related to side underride crashes; and

WHEREAS, underride incidents are the result of a “geometric mismatch” between the floor of a tractor trailer, and the hood of passenger and first responder vehicles. Although passenger vehicles -- including law enforcement vehicles and first responders -- are equipped with safety features such as crumple zones and airbags, in a truck underride crash those safety features are rendered ineffective. Due to the [geometric mismatch](#) between commercial vehicles and passenger vehicles and the lack of effective comprehensive underride protection on commercial vehicles, an underride crash can have devastating consequences for the occupants of passenger vehicles; and

WHEREAS, every year hundreds of fatalities occur after vehicles collide with and traveling underneath commercial vehicles. According to NHTSA, 80-90% of commercial vehicle crashes result in a vehicle underride. Although demonstrably underreported, over 4,000 American lives have been lost during the previous 19 years since the last underride regulation was issued in 1998; and

WHEREAS, these substandard designs can be retrofitted and adapted with the proper side guards and rear guards that will provide passenger vehicle protection that works to correct this “geometric mismatch” to better protect roadway drivers and traffic safety; and

Be It RESOLVED, that the National Sheriffs' Association and The National Sheriffs' Association's Traffic Safety Committee believe that retrofitting commercial vehicles is vital to the efforts to prevent these crashes from occurring, first and foremost and also to lower roadway deaths, injuries, and property damage.

BE IT FURTHER RESOLVED, that the National Sheriffs' Association and the National Sheriffs' Association's Traffic Safety Committee encourages further collaborative efforts by the National Highway Traffic Safety Administration; the Federal Highway Administration; the Federal Motor Carrier Safety Administration; the Governors Highway Safety Association; the National Sheriffs' Association and the International Association of Chiefs of Police to monitor and collect data that properly identifies underride deaths caused by Commercial Vehicle-involved crashes.

Approved by the Board of Directors of the National Sheriffs' Association on June 18, 2018, at the Annual Conference of the National Sheriffs' Association, New Orleans, Louisiana. This resolution to remain in effect until June 24, 2022, in accordance with Article XIII, Section 6 of the Constitution and Bylaws of the National Sheriffs' Association.