



The following are the talking points that ATA President and CEO Bill Graves followed this morning during the press conference held by Transportation Secretary Ray LaHood and Federal Motor Carrier Safety Administrator Anne Ferro to announce the ban on texting by commercial motor vehicle drivers. They may be used by members and state associations to answer media calls about the texting ban.

1. Highway safety is critically important to our industry, to all commercial vehicles, to passenger buses and the motoring public. If you think about it, our nation's highways are the trucking industry's workplace, and we must continue to make them safer for everyone's benefit.
2. ATA recognizes that texting on a handheld phone while driving substantially elevates the risk of being involved in a crash.
3. To promote highway safety, and further improve the trucking industry's continually improving safety record and that of all commercial vehicles, we support DOT's action to ban the use of handheld wireless devices by commercial drivers to send or receive text messages while driving.
4. We fully recognize that this prohibition applies to professional drivers of commercial vehicles, including all large trucks and buses. And that's appropriate.
5. And, since the highways are our workplace, ATA also supports and believes it's appropriate for States to enact texting bans that would apply to all automobile drivers, while driving. ATA will continue to work with our affiliated State Trucking Associations and the diverse stakeholder groups that are represented here today to make this happen.
6. As proof of the trucking industry's highway safety progress, over the last 5 years the truck-involved fatality rate has declined 22 percent, the truck-involved injury rate has declined 25 percent, and both are at record lows.

Here are follow-up questions we have received, and answers we have given:

7. *What about fleet management devices that can be used for texting?*  
This ban does not affect them because the DOT ban specifies handheld devices. However, we recognize that DOT may need to consider specific regulations to limit texting on fleet management devices and to reduce distractions from other devices. We expect that ATA, other stakeholders and the manufacturers of those devices will have the opportunity to advise the DOT as those regulations are developed.
8. *Do trucking companies already ban texting?*  
Many trucking companies already have rules and policies for their drivers to limit distractions from texting and other sources.
9. *How will the texting ban be enforced?*  
That is a question for law enforcement.