

103<sup>D</sup> CONGRESS  
1<sup>ST</sup> SESSION

# H. CON. RES. 107

Expressing the sense of Congress that United States truck safety standards not be compromised incident to the implementation of the North American Free Trade Agreement.

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## IN THE HOUSE OF REPRESENTATIVES

MAY 27, 1993

Mr. BROWN of Ohio (for himself, Mr. DEFAZIO, Mrs. BENTLEY, Mr. LIPINSKI, Mr. VALENTINE, Mr. ANDREWS of Maine, Mr. POMEROY, Mr. HINCHEY, Mrs. THURMAN, and Mr. TUCKER) submitted the following concurrent resolution; which was referred to the Committee on Public Works and Transportation

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## CONCURRENT RESOLUTION

Expressing the sense of Congress that United States truck safety standards not be compromised incident to the implementation of the North American Free Trade Agreement.

Whereas the North American Free Trade Agreement requires the United States, Mexico, and Canada to “harmonize” their trucking safety standards, but fails to guard against lowering vital United States safety standards;

Whereas the North American Free Trade Agreement will permit Mexican trucking companies and Mexican drivers to operate in Texas, New Mexico, Arizona, and California

after 3 years and throughout the United States after 6 years;

Whereas the United States truck driver fatigue rules limit drivers to 10 hours per day behind the wheel, Canada allows 13 hours without rest, and Mexico has no limitations on truck driver time;

Whereas front brakes are required on United States trucks but are not required on Mexican trucks, and the lack of front brakes reduces stopping ability and increases its susceptibility to jackknifing;

Whereas the United States maximum gross vehicle weight limit is 80,000 pounds without a special permit, compared to 137,000 pounds in Canada and 171,000 pounds in Mexico;

Whereas Mexico does not have a truck driver records system and the Canadian system does not link with the United States system, thereby making it impossible for enforcement officials in the United States to identify suspended or revoked drivers, or drivers with disqualifying offenses such as drunk, drugged, or reckless driving; and

Whereas only the United States requires industry-wide random testing for drugs and alcohol: Now, therefore, be it

1        *Resolved by the House of Representatives (the Senate*  
2 *concurring)*, That it is the intent of Congress that the Sec-  
3 retary of Transportation, in the carrying out of harmoni-  
4 zation negotiations under the auspices of the land trans-  
5 portation standards subcommittee established under arti-  
6 cle 913 (Annex 1) of the North American Free Trade  
7 Agreement, shall not weaken in any way United States

1 truck safety standards by increasing truck sizes and  
2 weights or by compromising truck safety standards such  
3 as truck driver hours of service, front brake and other  
4 safety equipment requirements, and the truck driver  
5 record system.

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