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Department of Transportation Docket Facility  
Docket No. FMCSA-98-3297, 3298, 3299  
Room PL-401  
400 7<sup>th</sup> Street S.W.  
Washington, D.C. 20590-0001

FMCSA-98-3297-50  
FMCSA-98-3298-42  
FMCSA-99-3299-43

Dear Committee Members:

We are writing you in regard to the proposed rules and regulations regarding the NAFTA Agreement and the Canamax Corridor. We live off of Interstate 19 in Green Valley, AZ. We understand the importance of NAFTA but are concerned about the lack of regulations for Mexican trucks that will negatively affect the health and well being of American citizens.

The following three points we think are important for the decision makers to consider as they determine the future of Mexican trucks traveling throughout the United States.

First, we are concerned about the lack of regulations for the Mexican drivers. In an article in the Arizona Daily Star on April 22, 2001 written by Tim Steller & Jeannine Relly it was stated that "Mexico's trucks and drivers are subject to far less scrutiny than American trucks." Some of the differences are as follows:

. "The minimum age to drive trucks in Mexico is 18 yrs old, while in the United States it's 21.

. Mexican drivers only need to take a WRITTEN TEST, not a road test, to earn their commercial driver's license.

. Mexican truckers aren't monitored for the number of hours they spend behind the wheel, while U.S. truckers must keep log books and not exceed 10 hours a day."

We suggest that the Mexican drivers should have the same stringent guidelines as do the American drivers. Certainly, they should be able to read our road signs and pass a road test in the U.S. that qualifies them to drive an 18 wheeler.

Next, the issue of the lack of safety measures such as Vehicle maintenance standards, Roadside inspections, and safety rating system. Both the U.S. and Canada have standards, inspections and a safety rating system whereas Mexico does not (Source: U.S. Department of Transportation). Certainly, Mexico should have the same safety measures as does Canada and the United States.

To permit an 18 month 'window' allowing Mexican trucking companies to operate in the U.S. without a safety audit by U.S. officials is unconscionable. It is important and certainly relevant to think of the safety of the U.S. citizens that travel on the same highway as do these trucks. We recommend that spot safety checks be given at various locations through out the United States

and that when the trucks crossing the Border are checked and passed, drivers are given some verification of that procedure as proof.

Finally, we are very concerned about the speed limit for all truck drivers. Why can't the U.S. require truck drivers to drive at 55 mph when traveling through small communities as well as large cities? Research certainly supports the reduction of accidents with the lower speed limit. It would help prevent the many accidents that will occur if some of these regulations are not in place before the Mexican trucking companies begin operating throughout the United States.

The above issues do not even begin to address the insurance protection concern. We understand that the Mexican trucks will be entering our Country with minimum insurance protection.

Here is an example of where an ounce of prevention could be life saving. We hope that you will seriously consider our comments and suggestions as you make your critical decisions.

Rather than allowing politics, money, or big business to unduly influence your decisions, think about and protect the average American person living close to the Canamex Corridor and any other Interstate Highway throughout our Country.

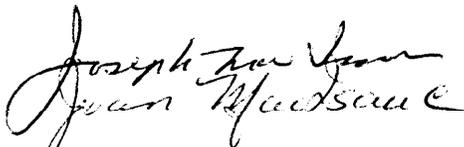
Sincerely,



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