

Turning Tragedy Into Advocacy

On A Mission To Make Truck Crashes
More **Survivable**

How do **underride** crashes
provide a microcosm
of what's gone wrong
with roadway safety and safety policy
in the U.S. over the last 50 years?

Listen to A.C. Thompson explain:

*New documentary explores how to
prevent underride crashes, SDPB Radio
Talk Show*

(Listen starting at around :37.)

**Take a look at this
in-depth, enlightening investigation
of truck underride
by PBS/Frontline and ProPublica:**

**So, what did you think of the PBS/Frontline Underride
Documentary?**

In particular, listen to a video clip at the point in the documentary when A.C. and Kartikay were discussing documents which revealed how a DOT research report had been altered after industry had been given an opportunity to review and provide input.

Available at
this point in
the YouTube
video of the
PBS/Frontline
documentary:
[https://youtu.b
e/1LyaWzOesX
k?t=2814](https://youtu.be/1LyaWzOesXk?t=2814)



This report, which was provided by DOT to the trucking industry, is the very same research which I tried unsuccessfully to get my hands on in January 2020 and to which I was later denied access when I made a FOIA Request in June 2020.

Read about it here:

[@SecretaryPete, Will you fix flawed
underride analysis or let deaths continue?](#)

Your request for these draft documents are being withheld under FOIA exemption 5. Exemption 5 protects the integrity of the deliberative or policy-making processes within the agency by exempting from mandatory disclosure opinion, conclusions, and recommendations included within inter-agency or intra-agency memoranda or letters. Exemption 5 also exempts from disclosure draft documents and recommendations or other documents that reflect the personal opinion of the author rather than official agency position. Finally, Exemption 5 exempts from disclosure deliberative records that may cause public confusion where the information were not the basis for an agency's action or final report. (*FOIA request 2020-245*)

And here is former NHTSA Deputy/Acting Administrator David Friedman talking about how the *industry has a disproportionate, unfair influence* over NHTSA safety rulemaking:

<https://youtu.be/1LyaWzOesXk?t=1062>

**What do you think
should be done
about this?**

**What can
you do about this?**