

Comment from David Verville

I personally have driven governed and ungoverned commercial trucks and I can say first hand that this isn't a good idea. First off you will not save fuel if the truck is fully loaded with product. Once you start climbing a steep incline you will lose speed right way, and depending on the vehicle the truck could downshift anywhere from two to four gears and now the engine has to work harder and probably hovering around 1850 to 2000 rpm trying to climb the hill. In order to save the projected \$1.2 billion in diesel fuel annually, every carrier will now have to transition to Less-than-truckload deliveries to even think of saving fuel. As for speed, I have personally had issues where in my personal vehicle if someone is traveling say 10 mph/16 kph below the maximum speed limit you now have to make adjustments to avoid having a accident, and if you have a two lane highway with a max speed limit of 70 mph/112 kph and someone is refusing to maintain the speed limit it will just jam up the road ways, and this even goes with merging with traffic as well. It is just going to make things more difficult in the long run by having more road rage with more drivers in trucks and small cars, deadlines will be harder to meet, and in my opinion you will push the good drivers away this will strain the trucking industry as a whole. I'm not saying we should be going over 100 mph/160 kph, its just this industry is hard enough we don't need this now. There are so many professional out there just trying to provide for the Country battling the elements of the weather and other unsafe drivers to make deliveries we all depend on. Please reconsider this decision.