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**Summary** On May 4, 2013, my world was shattered by a truck underride crash. While I was recovering in the hospital for almost a week, my two youngest daughters, AnnaLeah (17) and Mary (13), died due to that crash. Actually, AnnaLeah died at the scene of the crash and Mary died a few days later due to the injuries she suffered when the rear of a tractor-trailer collided with her body in the back seat of our Crown Vic.

In the aftermath, my skills and interests became focused almost exclusively on getting to the bottom of the many factors which led to my daughters' preventable Death by Motor Vehicle – primarily the decades-long problem of deadly truck underride – and advocating for decisions and actions which would move our nation more quickly toward elimination of preventable vehicle violence.

**SAFETY ADVOCACY ACHIEVEMENTS**

**Statistics** NHTSA reported 228 deaths due to truck underride crashes in 2014. These crash fatalities are a subset of the daily 100 vehicle deaths, 400 serious crash-related injuries, and losses valued at \$2 billion. Despite these horrific tragedies, vehicle violence is not a national priority and the lives of countless individuals are not considered worth the time and money necessary to increase safety and reduce fatal crashes.

**Safety Issue** An underride guard, currently required on most motor carriers, is fastened below the bed of the trailer to prevent a car from riding under it in the case of a collision. The Insurance Institute for Highway Safety (IIHS) did research which indicated that the current regulations for underride guards are too weak and ineffective and often fail to prevent underride.

An October 9, 2014, IIHS Status Report article quotes me saying that IIHS “played an important part in our efforts. First of all, your research and reports enlightened us and then that led to us being enraged and asking the question, 'If something could be done to make underride guards stronger, then why wasn't it being done?' That, of course, led to us being empowered to educate and motivate others to join with us in asking for change.”

**Advocacy** Met with U.S. Senators and Congressmen to raise their awareness of truck safety issues.

Met with Secretary of Transportation, Anthony Foxx, on September 12, 2013, and asked him to initiate rulemaking to improve underride guards.

Wrote letters to trailer manufacturers asking them to voluntarily improve their underride guards. Wrote to trailer buyers raising their awareness on the underride problem and asking them to make sure that the trailers they purchased were safe in order to save other families from similar tragedy.

Raised national public awareness of the underride problem, as well as other traffic safety issues, through media interviews and social media, including facebook, Twitter, and blogposts on a website which our family set up in memory of AnnaLeah and Mary [<http://annaleahmary.com/>].

Launched three online petitions calling for improved traffic safety. On May 5, 2014, our family delivered 11,000+ AnnaLeah & Mary Stand Up for Truck Safety Petitions to DOT. On March 4, 2016, we took 20,000+ signatures in a Vision Zero Book to DC. And we recently launched another petition calling for the appointment of a Traffic Safety Ombudsman to be a visible, vigilant voice for vulnerable victims of vehicle violence.

Catalyzed the organization of an Underride Roundtable with over 90 participants on May 5, 2016.