

**FDNY and DEP Complete Truck Side-Guard Safety Installs**

By: Keith Kerman



While the COVID-19 emergency and protest movement have been the appropriate focus of attention, Vision Zero and truck safety remains an important commitment.

DCAS is pleased to announce that we have completed truck side-guard

safety installations with FDNY and DEP, upgrading 335 trucks between the two agencies. FDNY and DEP join NYPD, Parks, DOHMH, Correction, and the DCAS Client Fleets in completing this initiative.

The truck side-guard program was launched in 2015 by DCAS as part of Mayor de Blasio's Vision Zero initiative and is now governed by Local Law 56 of 2015 which requires all City-owned and commercial waste trucks to have side-guards no later than Jan. 1, 2024. The DCAS and US DOT Volpe Truck side-guards report is provided [here](#).

Side-guards are inexpensive and common-sense protections to help keep pedestrians, bicyclists, or children from being caught in the gap of a truck and badly hurt or killed. Truck side-guards are standard in many countries but still rare in the United States.

On April 17, Eric Richardson from DCAS presented at the National Sideguard Task Force Virtual Forum. Attendees included victim advocates, government officials, the trucking industry, and side-guard manufacturers. The forum discussed current side-



guard initiatives in the United States and also the status of national legislation on side-guards.

We are also making great progress at the two remaining City agencies, DOT and DSNY, which operate our largest trucking fleets. Eighty-eight percent (88%) of DOT's City-owned trucks are complete with side-guards or soon to be replaced by new trucks with side-guards. For DSNY, 57% of the units have side-guards or have new safer trucks on route. DSNY is of course the largest program in general with 1,630 total trucks using side-guards today.



Overall, the City fleet is now at 70% compliance with 3,170 trucks using side-guards. This is the largest side-guard safety program of its type in the United States and a model for truck operations, private and public.

Thanks to Mark Aronberg, Andy Diamond, and Hugh McAllister at FDNY and Owen Marshall, Sandra Ferrara, and Jacob Garber at DEP for their help in completing installations at those two agencies. Thanks

to Eric Richardson and Gary Prasad for managing the initiative citywide.

We look forward to discussing additional steps toward truck safety in future newsletters.

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