

The Coalition for Transportation Productivity

*Making Roads Safer, Protecting the Environment
& Strengthening the Economy
Through Vehicle Weight Limit Reform*

Stand UP for Trucking

January 31, 2012



Discussion points

- About SETA
- Current status
- CTP
- How you can help





The Safe and Efficient Transportation Act (SETA) – H.R. 763 & S.747

- Gives states the authority to allow 97,000 pound, six-axle vehicles access to their interstate highway systems.
- Sixth axle maintains weight per axle, tire displacement and braking distance.
- Higher Heavy Vehicle Use Tax would be required to carry the heavier load and earmarked for bridge repair.
- States or DOT Secretary could limit access on bridge-by-bridge or road-by-road basis.



Factors Driving Support for SETA

Rail is still the preferred mode where available, but we need to boost trucking efficiency in order to better compete.

- Significant pressure on U.S.-based manufacturers
- Many trucks only partially filled
- Global competition
- Manufacturing jobs off-shoring due to lower costs
- Logistics costs in North America are up 20%
- Trucking capacity crisis – available capacity down 16% since 2008
- Driver shortage, CSA & HOS



6-Axle Trucks: Same Size; More Efficient



80,000 5-Axle – displacing 4444 lbs./tire



97,000 6-Axle – displacing 4409 lbs./tire



Improved Safety

Six-axle trucks can safely ship more freight.

- University of Michigan TRI Study – 2009
- Wisconsin DOT Study – 2009
- European Union Study – 2008
- UK Study – 2008
- National Academy Of Sciences – 2002
- ...and many others



Cleaner Environment

- Six-axle trucks carrying 97,000 pounds get **17% more ton-miles** per gallon than five-axle trucks carrying 80,000 pounds.¹
- The U.S. DOT estimates that 6-axle rigs would save **2 billion gallons** of diesel fuel annually, a **19 percent decrease** in fuel consumption

¹American Transportation Research Institute, Energy and Emissions Impacts of Operating Higher Productivity Vehicles, Alexandria, VA, September 2004.



Lower Pavement Costs

- Pavement wear is a function of axle weight and vehicle miles traveled.
- The sixth axle ensures that no additional weight-per-tire results from the higher weight limits.
- SETA would cut truck vehicle miles traveled—saving \$2.4 billion in pavement restoration costs over 20 years (US DOT).
- Wisconsin DOT found pavement wear savings would exceed cost of added bridge maintenance



What about Bridges?

- States retain right to load-post bridges as necessary.
- Cumulative benefits far exceed additional bridge expense.
- MN Study showed increase in bridge costs of \$50,000 annually (statewide).
- Maine DOT's engineering analysis suggests bridges can carry the weight of six-axle rigs.
 - Additional fatigue costs are “theoretical or...zero.”
- Proposed user fee increase goes to fund bridge repair.





CTP has helped build strong support for SETA and it is poised for inclusion in the House Transportation Reauthorization

- Established solid fact-based campaign with aggressive media strategy highlighting safety, infrastructure, environment, and operating efficiency benefits
- Built broad coalition of shippers, carriers, and industry associations spanning multiple industries
- Created targeted, district-specific grassroots campaigns
- Briefed almost half of state DOTs

60 co-sponsors in the House with strong support on T&I; bi-partisan companion bill in Senate





As Mark-up approaches we need your voice!

We expect the forces aligned against us to be more vocal and aggressive than ever

- Ask your members of congress to support SETA
- Get involved in the media campaign
- Join & contribute to CTP



About CTP

The Coalition for Transportation Productivity (CTP) is a group of about 200 companies and associations dedicated to safely and responsibly increasing the vehicle weight limit on federal interstate highways—but only for trucks equipped with an additional sixth axle.

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