

# The Coalition for Transportation Productivity

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Productivity

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[www.transportationproductivity.org](http://www.transportationproductivity.org)



# Agenda

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- Who we are
- What we seek
- New dynamics change the debate
- What we are doing
- Opposition
- How You Can Help



# The Coalition for Transportation Productivity

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- Founded in summer 2008
- Seeking higher interstate weight limits for properly equipped 6-axle vehicles
- CTP roster includes a broad cross-section of significant members of the business community
- This is a “business competitiveness” issue as well as a safety and environmental issue



# CTP Includes Over 100 Organizations

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## Associations:

American Forest & Paper  
Assoc.

Food Marketing Inst.

Forest Resources Assn.

Grocery Manufacturers  
Assoc.

National Assoc. of  
Manufacturers

National Cattleman's Beef  
Assoc.

National Industrial Trans.  
League (NITLeague)

## Companies:

Archer Daniels Midland

Campbell Soup

Coca-Cola Company

Deere and Company

FMC

International Paper

Kraft Foods

MillerCoors

Nestle' USA

SuperValu, Inc.



# CTP Goals

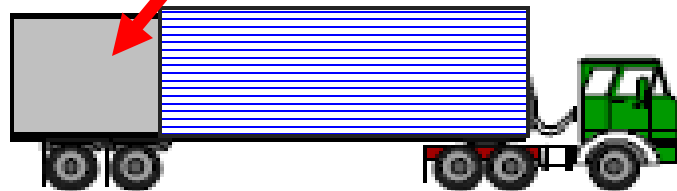
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- Raise gross vehicle weight limits for trucks on federal interstate highways from 80,000 to 97,000 lbs. when:
  - Trucks are equipped with an additional axle and added braking power to mitigate road wear concern
  - Vehicles pay an additional heavy vehicle permit fee for right to carry the heavier weight
  - Operate only in states that opt-in to this heavier weight limit

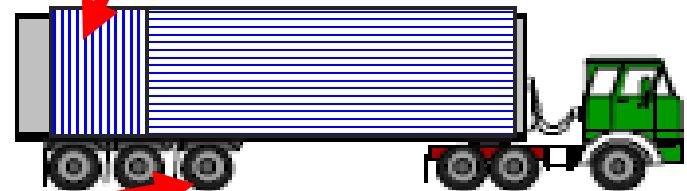


# Benefits of Proposal

Replace empty space with more freight



5-Axle Tractor Semi-Trailer

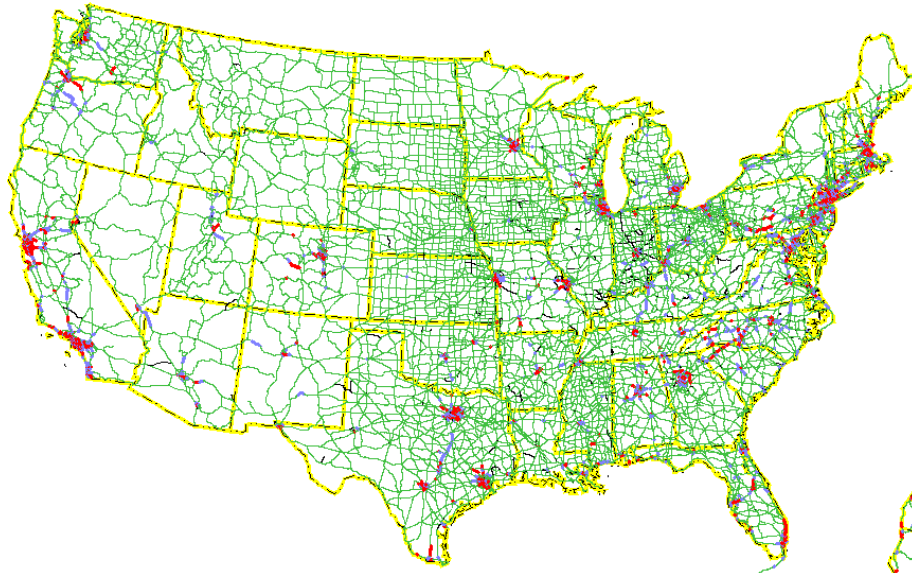


6Axle Tractor Semi-Trailer

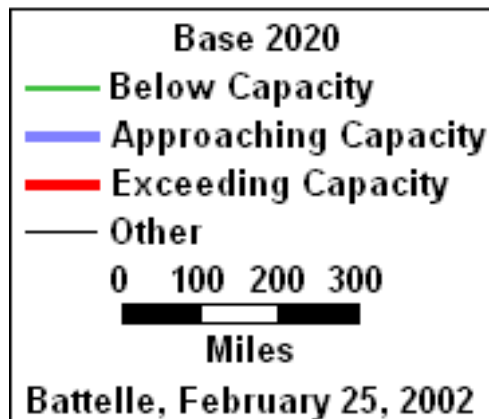
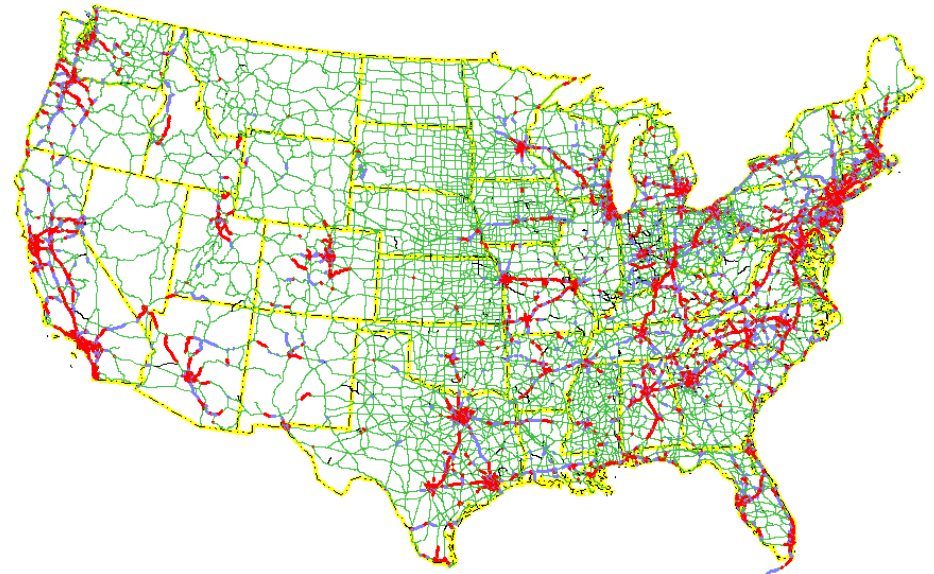
- No change in vehicle dimensions
- One additional axle
- 4 Additional wheels
- Appx 35 lbs. less weight per tire

# Highway congestion was limited in 2000 But will increase considerably by 2020

2000



2020



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# **Challenges: Troubling Environment**

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- **Competitive disadvantage – U.S. limits vs. other countries**
- **Fuel Costs**
- **Weight limits on state roads**
- **Road congestion**



# Benefits of Proposal

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- **Improved Safety**
- **Reduced Vehicle Miles Traveled (VMT) per ton shipped**
- **Increased investment in trucking infrastructure**
- **Reduced energy consumption and carbon emissions**
- **Improved competitiveness of US manufacturers**

# **A 97,000 pound truck is 18% more fuel efficient than an 80,000 pound truck**

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**Example: Last summer, IP sent 600 trucks per week from one mill in Alabama to major markets in the southeast.**

**Increasing the interstate weight limit to 97,000 lbs. would affect this one route by reducing the number of trucks needed weekly to 450, and reducing:**

- **Miles driven: 31%**
- **Weight on roads/bridges: 8%**
- **Fuel use: 18%**
- **Emissions: 18%**

# **New Dynamics Since Last Highway Bill**

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- **Significant New Research**
  - **WI Size & Weight Study**
  - **UK Experience**
  - **EU Study**
- **Focus on environmental sustainability / climate change**
- **New coalition of significant shippers**



# Opposition to the proposal comes from many constituencies but can be objectively addressed

<b><u>Concern</u></b>	<b><u>Potential Solution</u></b>
Safety	Additional axle equalizes braking power
Road wear	Additional axle reduces pounds per tire
Funding	Registration fees to offset bridge impact
Reduced Rail Utilization	WI study found increased weight limit would not transfer cargo from rail to roads.
Unions / Job Security	Driver shortage ensures there will be work
Carrier Investment	Rate structures to provide ROI





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## Support Increased Truck Weight Legislation Today!

Ask your member of Congress to cosponsor the Safe and Efficient Transportation Act, HR 1799, simply by sending a pre-drafted letter through our system.

Benefits of HR 1799:

- Would improve the efficiency of our nation's transportation network while ensuring the safety of our roadways. Numerous studies have proven the safety and productivity improvements from increased weight limits when the 6th axle is added. Visit the studies link on this site for more details.
- Carefully balances productivity and safety by increasing gross vehicle weights on interstate highways from 80,000 to 97,000 pounds for vehicles that are properly equipped with a 6th axle and 4 additional tires.
- Applies to states that opt-in to this increase and to businesses that pay an increased per truck Heavy Vehicle Use Tax fee targeted to bridge repair and maintenance.
- Would slow the rate of U.S. traffic growth by allowing companies to use fewer truckloads to carry their products. Our nation's freight traffic is expected to double by 2025.
- Could also result in greenhouse gas emissions reductions by as much as 42 billion pounds annually, as well as a 17% improvement in fuel efficiency

Send your letter today!

### Step One:

**Please enter your name and address.** Fields marked with an \* are required. To access the fields without using a mouse or the tab key, press alt and the bolded letter to the left of the field.

*Note: Elected officials rarely respond to correspondence from non-constituents. By completing this form, you can help assure that your elected representative will give your letter the attention it deserves.*

**P**refix:  (Ex: Mr., Mrs., or Ms.)

**F**irst name:

**L**ast name:

**T**itle:

# Conclusion

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**Now is the time:** international competitiveness, fuel efficiency, environmental performance and infrastructure constraints can be addressed, at least in part, by taking a step already proven to be successful in most of the developed world – increasing the federal weight limit for properly equipped trucks.



# The Coalition for Transportation Productivity

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