

Americans for Safe and Efficient Transportation (ASET) is a nationally recognized broad-based coalition of shippers, motor carriers, and state and national organizations committed to finding ways to increase productivity and decrease the number of truck-related accidents on our high-ways.

Never has the need for productivity legislation been greater. Congestion is at an all-time high and to make matters worse, the US DOT predicts a doubling of truck vehicle-miles-traveled (VMT) over the next 20 years. There must be safe changes made to our national trucking policy that address this growing problem.

The legislative objective of ASET is to have Congress enact federal legislation that would allow each individual State the ability to authorize single trailer vehicles to haul up to 97,000 lbs. on select Interstate highways (up from 80,000 lbs). The proposal requires a tractor-trailer with a sixth axle and two extra brakes. Trucks operating with this configuration would be required to pay a higher annual fee to more than offset any long-term wear and tear that may occur on certain bridges. This change would directly lead to fewer truck trips being used to move the same amount of goods which would lead to fewer accidents. To quote the US DOT's Comprehensive Truck Size & Weight Study of 2000:

"All other things being equal, increases or decreases in the exposure to crash risk proportionally increases or decreases the likelihood of a crash. Thus, changes in the number of truck trips made to haul the same amount of freight, could alter the likelihood of crashes."

Our proposal will increase productivity by:

- Decreasing truck-related accidents
- Reducing our dependence on foreign oil
- Protecting our environment and
- Saving billions of dollars in shipping costs

Executive Committee Members

American Forest & Paper Assn
American Gypsum
Georgia-Pacific
H-E-B
Heidtman Steel
Maverick Transportation
Niagara Bottling LLC
Tandem Transport

Associate Members

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The Pyramid of Benefits



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A legislative proposal that can bring shippers and motor carriers together in a common goal to increase productivity, reduce our carbon footprint, make U.S. companies more competitive in the global marketplace and most importantly, lead to greater safety for all of the driving public.



Current Productivity Level - 80,000 lbs.



Enhanced Productivity Level - 97,000 lbs. with Sixth Axle

HIGHWAY SAFETY

- ◆ If 97,000-pound six-axle trucks operated nationally, it is expected to result in 25,000 fewer accidents, 8,000 fewer injuries and 450 less fatalities each year.
- ◆ Safety data provided by the US DOT including rollover, maneuverability and load transfer ratio indicate nearly the exact same results for 97,000-pound six-axle trucks compared with 80,000-pound five-axle ones.

CONGESTION

- ◆ Waiting periods average over 40 hours per motorist per year currently.
- ◆ Congestion costs nationwide total more than \$80 billion annually.
- ◆ There will be a reduction of millions of vehicle miles traveled per year by large trucks if allowed to haul 97,000 lbs.

ENERGY & THE ENVIRONMENT

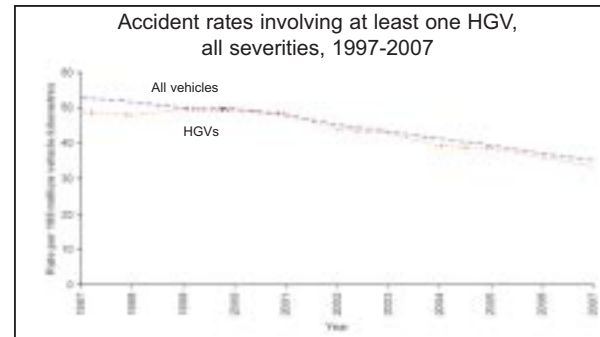
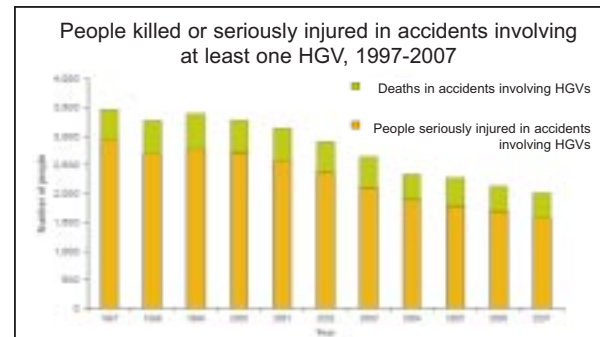
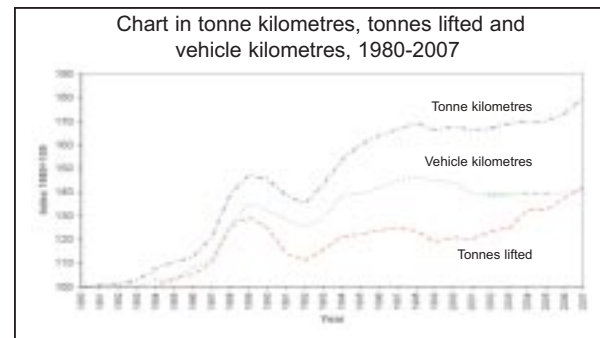
- ◆ Using fewer trucks to haul the same freight reduces energy consumption.
- ◆ There will be annual savings of 2 billion gallons of fuel consumed and 7 million tons less pollutants emitted into the air.
- ◆ Emissions will be reduced by 19% per ton mile for heavy trucks.

ECONOMIC & CAPACITY ISSUES

- ◆ The US DOT anticipates up to \$15 billion saved in shipping costs annually.
- ◆ Canada, Mexico and most of Europe and Asia already allow 97,000-pound trucks.
- ◆ There will be billions of dollars saved in pavement damage and restoration due to a "softer footprint" across the trailer.
- ◆ An increase in user fees will help fund and reinforce our Interstate highways and bridges to lessen the States' burden.

United Kingdom Study

In 2001 the UK increased their maximum gross vehicle weight (GVW) for six-axle vehicles from 90,000 lbs to 97,000 lbs. As the charts below indicate, since 2001 truck VMT has been flat while tonnage has increased steadily. Historically, tonnage and VMT have tracked perfectly, so it is clear that the GVW increase was responsible for these changes. The entire UK study and their findings can be viewed at the following website: www.dft.gov.uk/pgr/statistics/datatablespublications/freight/goodsby-road/roadfreightstatistics2007



ASET Proposal Case Study Results:

Anheuser-Busch (AB) averages 128 truck hauls per week from its Houston, TX brewery to San Antonio, TX (198 Miles). If AB were able to transport their 5,760,000 lbs. of beer on six-axle 97,000 lb vehicles, they would see the following results each week.



- A reduction of 32 trucks and 6,336 miles traveled each week
- A reduction of 807 gallons of diesel fuel per week
- A reduction of 17,996 lbs. in CO₂ emissions per week
- Total weight reduction on roads and bridges weekly of 1,120,000 lbs
- At a cost of \$.70 per mile in fuel costs, the resulting savings in diesel costs alone would be approximately \$4,435 per week.

American Gypsum averages 68 truck hauls per week from its Gypsum, CO facility to Denver, CO (133 Miles). If American Gypsum were able to transport their 3,045,240 lbs. of wallboard on six-axle 97,000 lb vehicles, they would see the following results each week:



- A reduction of 23 trucks and 6,118 miles traveled per week
- A reduction of 1,224 gallons of diesel fuel per week
- A reduction of 17,377 lbs. in CO₂ emissions per week
- Total weight reduction on roads and bridges weekly of 690,000 lbs
- At a cost of \$.70 per mile in fuel costs, the resulting savings in diesel costs alone would be approximately \$4,283 per week.