



Americans for Safe and Efficient Transportation

Steve Williams, Co-Chairman
Maverick Transportation
Michael Regan, Co-Chairman
Tranzact Technologies

Jake Jacoby, Director

- Agricultural Ocean Transp. Coalition*
- AK Steel*
- AlliedSignal*
- American Forest and Paper Assn*
- American Iron & Steel Institute*
- American Trucking Associations*
- Archer Daniels Midland Company*
- Arizona Motor Transport Assn*
- Bethlehem Steel*
- Beer Institute*
- Boise Cascade*
- California Trucking Assn*
- CRST International*
- Dart Transit*
- Falcoln Transport*
- Food Distributors International*
- Frito-Lay*
- Georgia-Pacific*
- Hendrickson International*
- Idaho Motor Transport Assn*
- Idaho Shippers Alliance*
- International Mass Retail Assn*
- International Paper*
- LTV Steel Corporation*
- Maine Motor Transport Assn*
- Maverick Transportation*
- Michigan Trucking Assn*
- NASSTRAC*
- National Assn of Manufacturers*
- National Cattlemen's Beef Assn*
- National Industrial Transp. League*
- National Private Truck Council*
- Nebraska Motor Carriers Assn*
- Nevada Motor Transport Assn*
- New Mexico Motor Carriers Assn*
- North Dakota Motor Carriers Assn*
- Ohio Trucking Assn*
- PGT Trucking Incorporated*
- P.I. & I. Motor Express*
- Pittsburgh Logistics Systems*
- Rollins Leasing*
- Schneider National*
- Snack Food Assn*
- Specialized Carriers & Rigging Assn*
- Tucker Company*
- Transportation Intermediaries Assn*
- Truck Renting and Leasing Assn*
- Tranzact Technologies*
- Utility Trailer*
- Weirton Steel*
- Westvaco*
- Wheeling-Nisshin*
- Wheeling-Pittsburgh Steel*
- Wyoming Trucking Assn*

Steve Williams Named Co-Chairman-

ASET is proud to announce that Steve Williams, President and Founder of Maverick Transportation, has agreed to become our Co-Chairman for 2001. Steve has been on ASET's Executive Committee for over a year and has played a strong role in the efforts to move our weight legislation forward. Steve joins Mike Regan of Tranzact Technologies as ASET's industry leaders and spokesmen. Steve replaces outgoing Co-Chairman, John McQuaid after John's crucial role in expanding ASET's base and media recognition.



A privately held logistics and transportation company headquartered in Little Rock, Arkansas, Maverick operates about 700 trucks and serves all 48 contiguous states. Maverick provides mainly flatbed services in the transportation industry, while utilizing well-trained employees, state of the art information systems and a dependable fleet.

It is crucial to ASET's success that those in the transportation community as well as in Congress realize our coalition is broad-based and includes a partnership of shippers and motor carriers. Steve is a leader in the motor carrier industry, serving on the Executive Committee at the American Trucking Associations, and will bring both credibility and respect to ASET.

When asked about becoming Co-Chairman of ASET, Steve Williams replied, "I am excited about assuming this leadership role with ASET. Finding safe ways to improve productivity on our nation's highways, that benefits both shippers and carriers, will ultimately benefit our economy. I am anxious to build on ASET's past success as we move toward passage of our safety and productivity legislation."

Election 2000 Victory -

Although Election 2000 is still under a cloud of uncertainty in terms of the presidency, the elections in the House of Representatives were a clear victory for ASET's chances for success in the 107th Congress. With Republicans maintaining control of the House, Don Young (R-AK) will be named the Chairman of the House Transportation Committee. Young represents the entire state of Alaska where shippers must utilize trucking for most of their transportation needs. We expect a fair broker who won't be influenced by the so-called "safety" groups who would seek to stop productivity and safety measures that help the motor carrier industry.

In addition to Congressman Young, we anticipate many Members of Congress that were sympathetic to our cause, on both sides of the political aisle, to remain on the Transportation Committee. With hours-of-service, high diesel fuel



prices, congestion, and the number of trucks on the road increasing, many in Congress are looking for a vehicle to promote increased safety while also improving productivity. It looks like ASET has a strong opportunity now to advance our agenda.

(Continued) ➔

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Plans For 2001 Under Way -

ASET has begun strategizing and planning for 2001. Once Congress reconvenes in January, ASET and our members will have already participated in several congressional meetings to discuss sponsorship of ASET's legislation. Once the legislation is re-introduced in the 107th Congress, we will set out to increase the number of cosponsors. We will conduct a media campaign during the first half of 2001 to educate Members of Congress and those in the transportation industry as to our objectives and the reasoning behind them. Along with the media campaign, ASET will host a Spring Fly-In event in Washington, DC that will allow our members to come together and make sure we are heard in Congress. We will organize meetings with Members of Congress to explain the need for greater productivity legislation. ASET's first Fly-In event on April 4, 2000 was a strong success and we anticipate next year's Fly-In to be even better, with more transportation leaders from around the country participating.

Hours-of-Service Proposal Frozen –

Congress agreed to halt all funding for the Department of Transportation's proposed hours-of-service regulation change in its present form. The DOT is allowed under the congressional agreement however, to continue to gather data and work toward a different approach. The DOT has vowed to work more closely with the motor carrier industry after the intense lobbying effort to defeat the HOS proposal. ASET strongly opposed the proposal because it would have forced thousands of more trucks on the road at peak-driving periods and caused countless more accidents. ASET will continue to work closely with the American Trucking Associations and others organizations to help develop and support an HOS compromise that will adequately address both overall safety as well as shipper and motor carrier efficiency.

Election 2000 Victory (Continued) -

ASET has a specific targeted list of Members of Congress that have indicated support for the idea of giving states the right to safely increase truck weights. In addition to House Members, ASET has developed a list of Senators that may also be inclined to support our proposal. In 2001, we will work to move the legislation forward in both houses of Congress. The target list will obviously change over time due to committee assignment changes, etc. We urge those interested in this fight to contact Jake Jacoby at (703) 549-9467 to learn which Members of Congress are being targeted and if there are additional names that should be added to our list.

Members Must Help Broaden ASET –

What will ultimately make ASET successful is the grass-roots support of our members. Adding new members such as the National Association of Manufacturers will only increase ASET's visibility and strength on Capitol Hill. Members of Congress frequently demand to know who our members are, what industries they represent, and the congressional districts in which they reside. Our goal must be to have every shipper reach out to their top motor carriers and each motor carrier company must address this issue with their largest clients. When ASET can confidently go into a congressional office knowing we have members represented within that district, our success will be much more probable.

About ASET – Americans For Safe and Efficient Transportation is a nationwide broad-based coalition of shippers, motor carriers, and related state and national organizations committed to delivering goods safely and economically. ASET supports legislation that properly balances American industry's need for economic and efficient transportation with protection of the public and the environment.

For more information or to learn how to become involved with ASET, please contact us at the address below.

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