

Michael Regan, Chairman
Tranzact Systems

Peter Vroom, Director
Eric White, Director

American Forest and Paper Association
American Iron & Steel Institute
Arizona Motor Transport Association
Bethlehem Steel Beer Institute
California Trucking Association
Champion International Colorado Motor Carrier Association
CRST Trucking
Dart Transit
Frito-Lay
Georgia-Pacific
Idaho Motor Transport Association
Idaho Shippers Alliance
International Mass Retailers Association
International Steel Recycling Institute
LTV Corporation
Michigan Trucking Assoc.
NASSTRAC
National Industrial Transportation League
National Private Truck Council
Nebraska Motor Carriers Association
Nevada Motor Transport Association
New Mexico Motor Carriers Association
North Dakota Motor Carriers Association
Ohio Trucking Association
Rollins Leasing
Riverside Transportation
Schneider National
Smart and Final
Snack Food Association
Tucker Company
Transportation Intermediaries Association
Truck Renting and Leasing Association
Tranzact Systems
Utility Trailer
Westvaco
Wyoming Trucking Assoc.

Gearing up for the 106th Congress –

Even while continuing the fight to maintain current size and weight thresholds for motor carriers and shippers, ASET is also exploring legislative opportunities for productivity and efficiency gains in the coming Congress. Any legislative initiative will be crafted to ensure safe vehicle operation and provide flexibility to the states to reflect highway and traffic conditions within those states. ASET is currently polling its members to craft legislation that responds to their widest common concerns. Preliminary meetings on Capitol Hill have already taken place with potential congressional sponsors, who are also providing input on the shape of a legislative proposal. ASET expects to formally announce the major components of the legislation by the end of the year.



Congress Should Conform Truck Weights to International Standards –

The United States is the only developed country that limits its combined weights for trucks to 80,000 lbs., even though our system of interstate highways and bridges can safely withstand heavier loads on vehicles equipped with additional axles. For a six-axle tractor-trailer combination, Canada allows up to 107,100 pounds gross weight, Mexico allows up to 119,000 lbs., and the European Community up to 44 metric tons (approximately 97,000 lbs.).

Increasing weights on six-axle tractor-trailers promotes highway safety, productivity, U.S. global competitiveness, and results in less highway damage and improvements in environmental quality.

In 1990, the Transportation Research Board (TRB) of the National Research Council issued Special Report 255, which recommended that Congress eliminate the current 80,000 lbs. limit and regulate vehicle weight based solely on a formula of axle weights to protect bridges. The TRB concluded that easing the 80,000 lbs. weight limit would save shippers and consumers almost \$2.26 billion annually in transportation costs without any significant effect on pavement wear and only limited effect on bridges.

Moreover, the TRB concluded that increasing the vehicle weight limit would not adversely affect highway safety. In fact, the TRB concluded that accidents would actually decrease under this scenario because fewer trucks would be needed to carry the same amount of freight. Further, accident reductions would be realized if the use of trucks over 80,000 lbs. were controlled by a permit program with special safety restrictions for permit vehicles.

Finally, with fewer motor carriers on the nation's highways, TRB expects there will be less fuel consumption per ton-mile and reduced traffic congestion. This would result in an improved environment.

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