



SAFER HAULING & INFRASTRUCTURE PROTECTION

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S.H.I.P Coalition Cheers 47 Members of Congress for Urging Transportation Leaders on Truck Safety

A bipartisan Letter, led by Congressman John Katko (R-NY) and Congresswoman Annie Kuster (D-NH) with 47 Cosponsors sent a letter to lawmakers outlining how to improve safety while dually bolstering the economy

Washington, D.C.—The Safer Hauling and Infrastructure (S.H.I.P) Coalition applauds the leadership of Congressman John Katko (R-NY) and Congresswoman Annie Kuster (D-NH) for leading a letter to Transportation & Infrastructure Committee Chairman Bill Shuster (R-PA) and Ranking Member Peter DeFazio (D-OR). The letter, which is signed by dozens of Republicans and Democrats from across both party's political spectrum stand united as proponents looking to modernize the trucking sector after decades of Congressional inaction.

"As safety technology and roadways have advanced, federal trucking laws have not. Our outdated federal truck weight limits have resulted in less safe, less efficient trucking by pushing more trucks onto our local neighborhood roads," said Congressman Katko (NY-24). "This bipartisan proposal will shift truck traffic to interstate highways, steering them away from local, less safe roads. This voluntary pilot program will not only make roads safer but will also reduce congestion on local roads, save taxpayer dollars by minimizing infrastructure costs, and lower harmful emissions."

"It is long past time Congress examine ways to modernize our trucking laws to improve safety and efficiencies on the road," said Congresswoman Kuster (NH-02). "A lot has changed in the 35 years since Congress last addressed rules around trucking, and Congress' failure to update these laws has resulted in more trucks operating on smaller, less-safe roads that increase both traffic congestion and fuel consumption. Through the creation of a voluntary pilot program, this bipartisan proposal would reduce the number of trucks on the road and steer them onto larger, interstate highways and away from smaller, local roads that they currently frequent."

"The message from nearly 50 Members of Congress is loud and clear- when there is an infrastructure package, Congress needs to examine ways to make our roads safer." S.H.I.P Coalition Executive Director Sean Joyce said. "Our mission is to establish a more modern, safe, and environmentally friendly trucking system that moves heavy trucks away from local roads near

schools, neighborhoods, and communities to the well-equipped federal highways where they belong. Whether shipping food and beverages, paper and pulp, or other raw goods, our nation's trucking system is faced with outdated and onerous 35-year-old rules governing Gross Vehicle Weight (GVW) limits. This failure by Congress to modernize these rules ultimately hurts main street American businesses and middle-class consumers alike. Congress must act to put safety over special interests and reform a set of outdated laws that were written in the prior century [when trucks still looked like this](#)."

About the Proposal:

The [S.H.I.P. Coalition](#) is a joint effort of more than 80 of the nation's most prominent manufacturers, agribusinesses, retailers, and trade associations including Home Depot, Tyson Foods, the American Chemistry Council, the Agriculture Transportation Coalition, and PepsiCo, among others, who are looking for safe and smart solutions to address the challenges that have long plagued our nation's freight network. Our diverse membership is working hard to educate policymakers on a pilot program that will allow a limited number of states to voluntarily opt-in as means to study the benefits of the modern, six-axle, bridge formula compliant truck configuration that is already allowed on many state roads.

- Transitioning from the current five-axle, 80,000-pound truck configuration to a modern, six-axle, 91,000-pound configuration will get trucks off state and local roads, which already allow for truck weights greater than 80,000 pounds, and back on the Interstate Highways. Because of this, state and local roads will be safer.
- Increasing the federal GVW limit on six axles will not only make the trucks more efficient, it will also make them safer. A ten-year pilot in Idaho found there was no heightened safety risk with increased weights, and the U.S. Department of Transportation concluded that six-axle trucks had better braking. Likewise, a report on a 20-year pilot program in Maine attributed a 70-year low in road fatalities to increased truck weights.
- The Minnesota Department of Transportation found that the addition of a sixth axle created a 37 percent reduction in road wear and an overall reduction in the number of trips needed to transport products. Modern trucks are also federal bridge formula compliant.

30 states already allow trucks above 80,000 pounds on portions of their federal interstate highways in some capacity, and their communities are safer because of it. Bringing trucking into the 21st century will make roads safer for families, minimize congestion on state and local roads, and reduce infrastructure costs, saving taxpayer dollars.

About the S.H.I.P. Coalition: The Safer Hauling and Infrastructure Protection (S.H.I.P.) Coalition is the leading safety voice in building a more modern, safe, and environmentally friendly trucking system. The S.H.I.P. Coalition is a joint effort of more than 80 of the nation's most prominent manufacturers, agribusinesses, and trade associations including Anheuser-Busch, International Paper, Tyson Foods, the American Chemistry Council, the Agriculture Transportation Coalition, and PepsiCo, among others. The S.H.I.P. Coalition is advocating for creating a safer and more environmentally friendly trucking system by

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modernizing gross vehicle weight (GVW) limits. The coalition calls on Congress to create a pilot program so states can voluntarily collect safety data on the potential benefits of modernizing truck weights. S.H.I.P. advocates for a modern, six-axle, 91,000-pound truck configuration. In 2016, a U.S. Department of Transportation Comprehensive Truck Size and Weight Limit Study found many advantages for this configuration, including faster braking, a \$358-million reduction in annual congestion costs, a 1.2-billion-mile reduction in annual vehicle miles traveled on U.S. roads, and a 2.4-billion-pound reduction in annual carbon dioxide emissions.