



NCSL Fall Forum

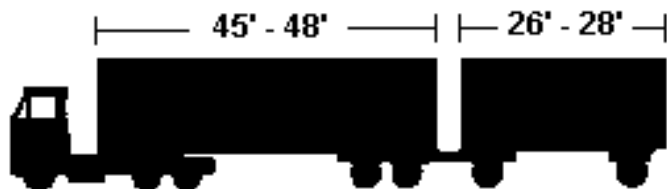
Tampa Florida

12/1/2011

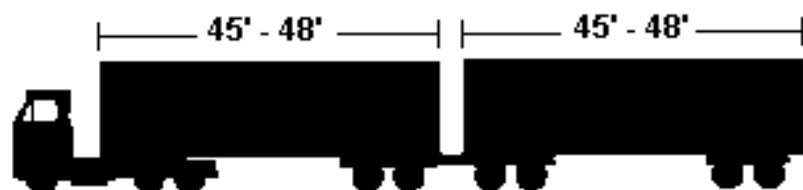
Earl Eisenhart

Common LCVs

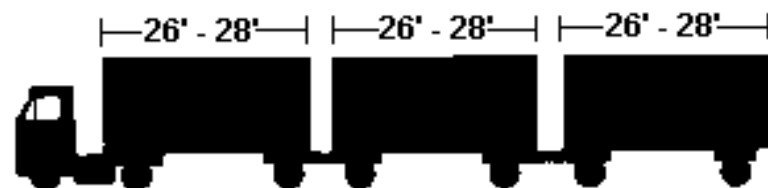
Rocky Mountain Double



Turnpike Double

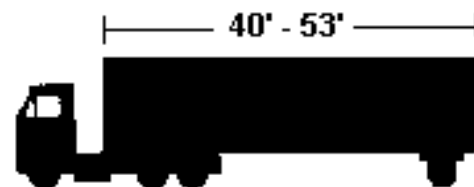


Triple

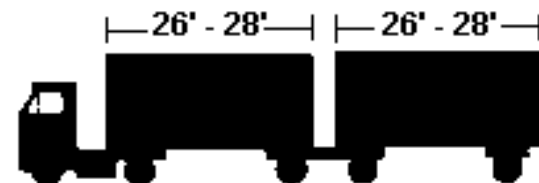


Common Non-LCV Trucks

Combination With Single Trailer



Combination With Twin Trailers



Straight Truck With Trailer Connected With Draw Bar (Lengths Vary)



The World Has Changed Since 1991



Everything from truck fuel economy to driver screening to safety technology has been vastly improved.



Since 2000, the fatal crash rate for large trucks has fallen 54.5%. The number of truck-involved injuries has declined by 39 percent.

The World Will Continue to Change...

Over just the next 10 years, freight in all modes is estimated to increase 25-30% raising serious capacity and environmental questions. How will we manage this?



How do we deliver
more freight, more
efficiently in support of
current & future
demands?

What can advanced LCV policy do (on a per vehicle basis)



System category		Benefit Estimate
Improved productivity	YES	44%
Reduced fuel consumption	YES	32%
Reduced emissions	YES	32%
Reduced infrastructure consumption	YES	40%
Reduced VMT	YES	44%
Reduced shipper cost	YES	29%
Source: UMTRI		

FHWA Western Uniformity Analysis (13 western states)



- reduce heavy truck vehicle miles traveled by 25%
- reduce fuel consumption and emissions by 12%
- save shippers \$2 billion a year;
- reduce pavement costs by as much as 4% over 20 years, and
- reduce highway noise by 10%.

Ontario Ministry of Transport



- eliminate 750,000 truck trips per year
- remove 2,800 trucks per day from the roads around Toronto and
- reduce greenhouse gases by 151 kilotons a year

“These now-petrified standards have been rendered largely obsolete by advances in engineering, thus inhibiting productivity improvements for hauling freight. **It’s time, therefore, for Washington to get out of the way...**

[In 1991] proponents argued for standardizing the differing state rules. Railroads, too, had an interest in limiting trucking volume. Rather than harmonize the standards, however, Congress simply prohibited states from changing the routes or weight and length limits on LCVs that were in effect on June 1, 1991. And there they have remained ever since, despite major advances in transportation technology and safety...

State regulators are in a far better position to determine feasible standards based on local conditions and to be held accountable...”

-- Diane Katz, Heritage

Sources



- TRB Special Report No. 267, Regulation of Weights, Lengths and Widths of Commercial Motor Vehicles. Transportation Research Board, 2002
- Comprehensive Truck Size and Weight Study, U.S. DOT, 2000
- Western Uniformity Scenario Analysis, U.S. DOT, 2004
- Literature Review of the Safety of Long Combination Vehicles and their Operation in Canada, Canada Safety Council, 2003
- University of Michigan Transportation Research Institute, “Analysis of the Potential Benefits of Larger Trucks for U.S. Businesses Operating Private Fleets”

CST coalition members and supporters



Members

- AAA Cooper Transportation
- ABF Freight System, Inc. (ABF)
- American Trucking Associations
- Con-Way Inc.
- Estes Express Lines
- Old Dominion Freight Line
- Mack Trucks, Inc. and Volvo Trucks North America
- Southeastern Freight Lines

Supporters

- Highway Users Association
- International Warehouse and Logistics Association
- National Association of Manufacturers
- National Retail Federation
- NIT League
- The Retail Industry Leader's Association
- US Chamber of Commerce
- Western States Transportation Alliance
- Western Trucking Associations Executive Council