

# Safer Hauling & Infrastructure Protection Coalition

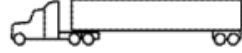
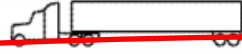
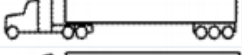


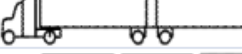
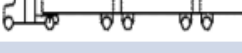
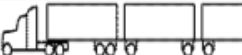


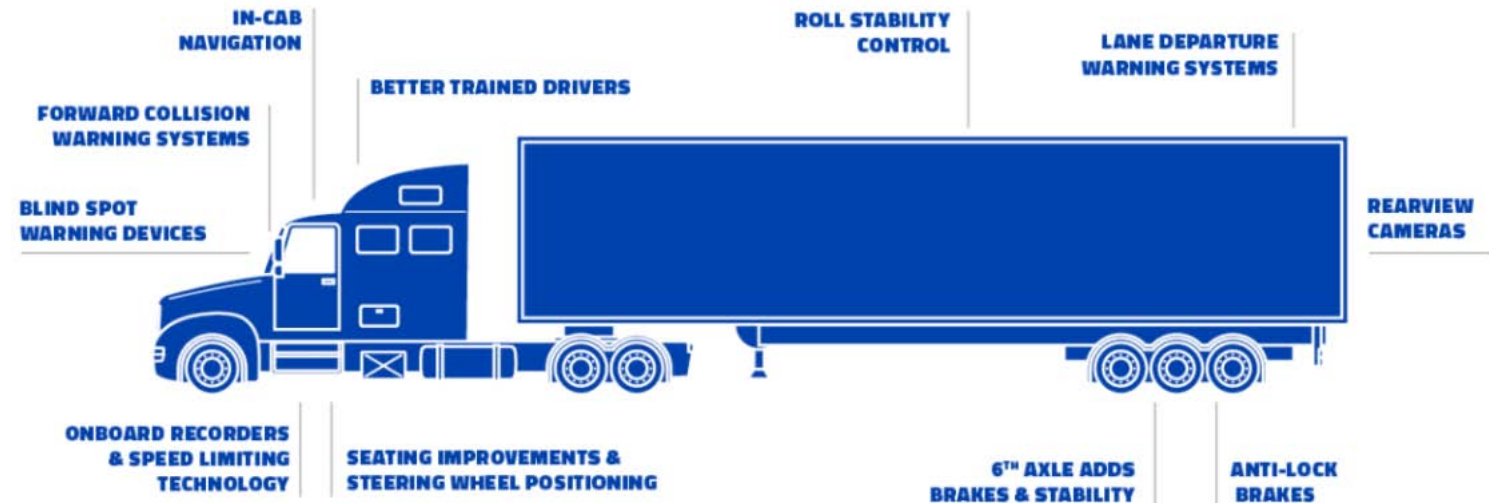


# Recent Federal Research

- US DOT Comprehensive Truck Size and Weight Limit Study (2015-2016)
  - Authorized by MAP 21 in 2012
  - Data published in June of 2015
  - Final peer-reviewed report published in early 2016
- Evaluated a number of weights and axle configurations
- Findings
  - Inconclusive on correlation between GVW, accidents, and severity
  - **Lack of data on GVW and axle configuration on accident reports**

Table ES-1: Truck Configurations and Weights Scenarios Analyzed in the 2014 CTSWL Study

Scenario	Configuration	Depiction of Vehicle	# Trailers or Semi-trailers	# Axles	Gross Vehicle Weight (pounds)	Roadway Networks
Control Single	5-axle vehicle tractor, 53 foot semitrailer (3-S2)		1	5	80,000	STAA <sup>1</sup> vehicle; has broad mobility rights on entire Interstate System and National Network including a significant portion of the NHS
1	5-axle vehicle tractor, 53 foot semitrailer (3-S2)		1	5	88,000	Same as Above
2	6-axle vehicle tractor, 53 foot semitrailer (3-S3)		1	6	91,000	Same as Above
3	6-axle vehicle tractor, 53 foot semitrailer (3-S3)		1	6	97,000	Same as Above
Control Double	Tractor plus two 28 or 28 ½ foot trailers (2-S1-2)		2	5	80,000 maximum allowable weight 71,700 actual weight used for analysis <sup>2</sup>	Same as Above
4	Tractor plus twin 33 foot trailers (2-S1-2)		2	5	80,000	Same as Above
5	Tractor plus three 28 or 28 ½ foot trailers (2-S1-2-2)		3	7	105,500	74,500 mile roadway system made up of the Interstate System, approved routes in 17 western states allowing triples under ISTEA Freeze and certain four-lane PAS roads on east coast <sup>3</sup>
6	Tractor plus three 28 or 28 ½ foot trailers (3-S2-2-2)		3	9	129,000	Same as Scenario 5 <sup>3</sup>

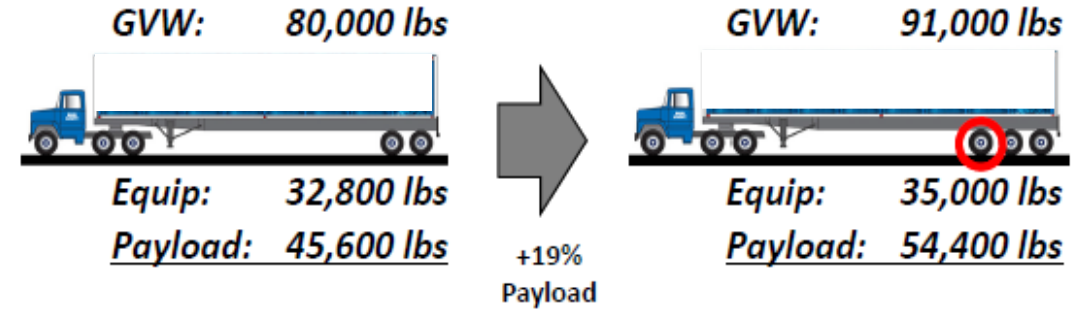


# Good News about 91,000 lbs on 6 axles

## Many positive findings in the US DOT Comprehensive Truck Size and Weight Limit Study

- Safety
  - Stops 1ft shorter than current 80,000 lb, 5-axle limit
  - No significant difference in handling and maneuverability from current limit
- Infrastructure
  - 2.4 – 4.2% reduction in lifecycle pavement maintenance cost on Federal Interstate Highways
  - Federal Bridge Formula Compliant
- Detainment
  - 1.2 billion mile reduction in Vehicle Miles Traveled
  - \$358 million reduction in annual congestion costs
- Environmental
  - 109 million gallon reduction in annual fuel consumption
  - 2.4 billion pound reduction in annual carbon emissions
- Productivity
  - \$5.6 billion reduction in logistics costs for American businesses

## Proposed Configuration



# Time for Action

## Vested stakeholders must act now to make progress on Modernization

- Previous attempts to enable all 50 states to opt-in to 91K on 6 axles failed due to lack of data
- A limited pilot is the most achievable near term policy objective to move towards broader change
  - To collect safety data on 91,000 lb, 6-axle configuration
  - Limited to 10 states with voluntary participation
  - 15 years to amortize investment in additional axle or trailer
  - Collect GVW and axle configuration in accident reports for commercial trucks involved in serious accidents

## Get Engaged

- Add your logo to the SHIP Co. Website (FREE)
- Follow @SHIPCoalition on Twitter
- Communicate the importance of GVW Modernization to your leadership
- Activate your grassroots networks – Contact your Members of Congress
- Get your corporate or government affairs teams involved in the effort
- Financial support is always appreciated

### THE S.H.I.P. COALITION





**Questions?**

**Contact Info:**

**Zachary Hartman**

**Zachary.Hartman@Anheuser-Busch.com**

**202-747-4557**