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**S.H.I.P. Coalition Cheers 44 Bipartisan Members of Congress
for Urging Transportation Leaders for Modern Trucks**

A bipartisan letter, led by Congresswoman Annie Kuster (D-NH) and Congressman John Katko (R-NY) with 16 Cosponsors and T&I Committee Members, was sent to the Transportation and Infrastructure Committee Chairman and Ranking Member outlining how to improve safety and bolster the economy. A second letter was sent from 26 Republican Members to the T&I Committee Ranking Member expressing their support for the inclusion of the modern truck pilot program in surface transportation infrastructure legislation.

Washington, D.C.— The Safer Hauling and Infrastructure Protection (S.H.I.P.) Coalition applauds the leadership of Congresswoman Annie Kuster (D-NH) and Congressman John Katko (R-NY) for leading a letter to Transportation and Infrastructure Committee Chairman Peter DeFazio (D-OR) and Ranking Member Sam Graves (R-MO). This letter shows the united front of proponents across both party's political spectrum looking to modernize the trucking sector after decades of Congressional inaction.

A second letter was sent to Ranking Member Sam Graves (R-MO) to show the support from the Republican caucus on the inclusion of the S.H.I.P. pilot program in any infrastructure legislation. Twenty-six Republicans joined Congressman John Katko (R-NY) in supporting allowing modern trucks on the Federal Interstate.

“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,” said Congresswoman Kuster (NH-02). “It is long past time Congress examine ways to modernize our trucking laws to improve safety and efficiencies on the road. 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.”

“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 Our outdated federal truck weight limits have resulted in less safe, less efficient trucking by pushing more trucks onto our local neighborhood roads,” said Congressman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.”

“The message from the Members of Congress is loud and clear- when there is a surface transportation infrastructure legislation, Congress needs to examine ways to make our roads safer,” said S.H.I.P. Coalition Executive Director Sean Joyce. “Our coalition’s mission is simple: 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 facing

outdated and onerous 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.”

Testifying Before T&I: Earlier this summer, PepsiCo, one of the S.H.I.P. Coalition Board Members, was invited to testify before the Transportation and Infrastructure Highways Subcommittee “Under Pressure: The State of Trucking in America” on June 12, 2019. Mr. Rodney Noble, the Senior Director of Transportation Global Procurement, testified on the benefits of the S.H.I.P. proposal and had a meaningful engagement from the Chairman and bipartisan Members of the Committee.

While thoughtfully questioning PepsiCo on the merits of the pilot program, **Chairman Peter DeFazio (D-OR) asked**, “What is the comparison of the stopping distance of a 91,000-pound, 6-axle truck to an 80,000-pound, 5-axle truck?” Mr. Noble responded that the addition of the extra axle adds an extra break and has a one-foot shorter stopping distance on that configuration.

“US DOT has said they don’t have enough information to know the impact of increased truck weight with a sixth-axle on our roads, which is why I have joined with many of my colleagues and asked for Congress to authorize a pilot program so we can get that information,” Congressman Mike Gallagher (R-WI) stated during the hearing.

“While PepsiCo is proud of our ability to innovate around the current challenges facing our trucking fleet, we believe more can be done to advance safety, reduce emissions, and protect infrastructure,” Rodney Noble said, “but we are constrained by antiquated federal laws.”

About the Proposal: The S.H.I.P. Coalition is a joint effort of more than 80 of the nation’s most prominent manufacturers, agribusiness, retailers, and trade associations, who are looking for safe and smart solutions to address the challenges that have long plagued our nation’s freight network. The Coalition’s 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 a 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 Gross Vehicle Weight (GVW) limit on six-axles will not only make the trucks more efficient, but it will also make them safer. A ten-year pilot program in Idaho found there was no heightened safety increase with increased weights, and the US 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.

Thirty 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 modernizing Gross Vehicle Weight (GVW) limits. The Coalition calls on Congress to create a pilot program to allow states to 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.