

## Position

MillerCoors supports legislation to give states the ability to raise the weight limit to 97,000 pounds on trucks traveling on interstate highways, as long as the combined tractor-trailer is fitted with a sixth axle and new brakes. Passing this policy would provide these benefits:

- Reduce fuel consumption
- Reduce vehicle miles traveled
- Reduce overall transportation costs
- Reduce CO2 Emissions
- Reduce road wear
- Reduced price to consumer

Most importantly passing this policy would enable shippers to improve the environmental standards and enhance the economic environment by keeping the cost of goods affordable to consumers.

## Issue and Recommendation

Current federal policy prohibits trucks with loads weighing more than 80,000 pounds from traveling on most of our nation's interstate highways. Some states allow heavier weights on state highways (85,000 lbs. in Colorado), and some states allow heavier, multi-axle loads on interstate highways (105,500 lbs. in Oregon). The U.S. is one of a few industrialized nations with such a low weight tolerance. Many countries now allow the use of higher weight vehicles when those trailers are equipped with additional axles and new brakes. Canada, Mexico, and most of Europe now operate six-axle trucks, in excess of 95,000 pounds, without any deterioration in safety performance. Updating US federal policy to allow for the use of heavier trucks when an additional 6<sup>th</sup> axle and new brakes are utilized would enable companies to move the same amount of freight with fewer trucks, thereby reducing fuel consumption, CO<sub>2</sub> emissions, vehicle miles traveled, road wear, overall transportation costs, and prices to consumers.

Each week, for example, MillerCoors ships approximately 9,893 fully loaded trucks from eight breweries and six distribution centers via our nation's interstate highway system through major metropolitan areas. The loaded trucks carrying these shipments weigh 80,000 lbs:

- Travel an average of 451 miles
- Weigh 35,000 lbs. empty
- Can carry up to 45,000 lbs. of MillerCoors products

If weight limits are increased to 97,000 lbs. MillerCoors could increase the weight of the cargo on each truck from 45,000 lbs. to almost 60,000 lbs. MillerCoors could transport the 1.31 million barrels of beer it ships each week on 7,420 trucks. This change would result in these savings:

- Savings - 2,473 fewer trucks/week, a reduction of 25%
- Savings - 1,115,422 fewer vehicle miles/week
- Savings - \$180,823/week in fuel, at a fuel cost of \$.82 per mile (at \$4.50/gallon)
- Savings - 4,538,753 lbs/week in reduced CO<sub>2</sub> emissions
- Savings - 86,562,669 lbs/week in reduced wear and tear on roads and bridges

Antiquated federal policy (over 20 years old) hinders the ability of our nation's motor carriers to safely and efficiently move products around our national road system. Recent significant improvements in technology, truck design and truck safety have made savings in fuel consumption, CO<sub>2</sub> emissions, vehicle miles traveled, road wear and consumer prices a potential reality. A change in policy increasing truck weight limits to 97,000 lbs. is imperative if shippers are to remain productive and environmentally and economically responsible.

## About Miller Coors

*MillerCoors is a US brewing company based in Chicago, IL. MillerCoors will produce and ship over 66 million barrels of beer annually within the domestic United States. In 2009 total sales are projected to be \$6.6 billion. MillerCoors employs 10,000 people and has eight manufacturing facilities located in Irwindale, CA, Trenton, OH, Eden, NC, Fort Worth, TX, Albany, GA, Elkton, VA, Golden, CO, and Milwaukee, WI. For more information on MillerCoors go to [millercoors.com](http://millercoors.com)*