

The Safe and Efficient Transportation Act

Evidence Supporting Truck Weight Reform

Safer Roads

- U.S. DOT and Transportation Research Board studies both determined that 97,000-pound, six-axle trucks maintain nearly the same braking and handling capabilities as 80,000-pound, five-axle vehicles.
Sources: Special Report 267, Transportation Research Board, 2002; US DOT Size & Weight Study, 2000
- The UK raised its gross vehicle weight limit to 97,000 pounds for six-axle vehicles in 2001. Since then, fatal truck-related accident rates have declined by 35%. More freight has been shipped, while vehicle miles traveled to deliver each ton of freight has declined.
Source: Transport Statistics Bulletin: Road Freight Statistics 2007, UK Department for Transport, 2008.
- The Wisconsin DOT found that if a law like SETA had been in place in 2006, it would have prevented 90 truck-related accidents in the state that year.
Source: Wisconsin Truck Size & Weight Study, 2009, Cambridge Systematics, Inc.
- This year, Maine and Vermont implemented pilot projects giving heavier, six-axle trucks full access to their interstate highways. Many law enforcement, state transportation officials and motorists agree that the change has already made roads noticeably safer and more efficient.

Cleaner Environment

- Six-axle trucks carrying 97,000 pounds get 17% more ton-miles per gallon than five-axle trucks carrying 80,000 pounds.
Source: Energy and Emissions Impacts of Operating Higher Productivity Vehicles. ATRI, 2008
- The U.S. DOT estimates that raising the federal weight limit would save 2 billion gallons of diesel fuel annually and result in a 19% decrease in fuel consumption and emissions per ton mile.
Source: USDOT Size & Weight Study, 2000

Stronger Economy & Improved Infrastructure

- U.S. truck weight limits are among the lowest of industrialized nations. Most of our trading competitors have higher weight limits, so SETA would make U.S. goods more competitive.
- The Wisconsin DOT estimated that SETA would save the state's employers more than \$150 million in annual transportation expenses and would also reduce statewide infrastructure repair costs.
Source: Wisconsin Truck Size & Weight Study, 2009, Cambridge Systematics, Inc.
- Under SETA, shippers could consolidate freight and meet demand with fewer trucks. The proposal would save \$2.4 billion in pavement restoration costs over 20 years.
Source: USDOT Size & Weight Study, 2000

