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**CTP APPLAUDS PRESIDENT OBAMA FOR EXEMPTING MAINE & VERMONT  
FROM FEDERAL TRUCK WEIGHT LIMIT**

WASHINGTON, D.C. –*This week President Obama signed the Fiscal Year 2010 Transportation Appropriations bill. The legislation enables both Maine and Vermont to conduct one-year pilot projects allowing heavier, six-axle trucks full access to the interstate highways within their borders.*

***John Runyan, executive director of the Coalition for Transportation Productivity, a coalition of more than 140 shippers and allied associations, issued the following statement:***

“The Maine and Vermont pilot projects will safely harmonize state and federal weight limits to make highways safer, more productive and more environmentally responsible. Trucks with loads complying with Maine and Vermont state law, yet ‘overweight’ by federal standards will no longer be forced to avoid sections of interstate highways when traveling in both states. It’s a fact that interstates were engineered for commercial vehicles and can more safely and efficiently move our nation’s freight.

“The projects give heavier, six-axle trucks full access to interstate systems instead of relegating them to back roads. Under the pilot projects, heavier trucks traveling from Canada –which already has higher weight limits – will no longer need to leave the interstate for smaller roads that pass schools and driveways. Consulting firm Wilbur Smith Associates found that opening Maine’s interstates to heavier vehicles would eliminate three fatal crashes per year.

“The pilot projects will also minimize the shipping industry’s carbon footprint, as Northeastern producers shipping goods through Maine in Vermont can now consolidate freight on fewer trucks to cut their fuel use and emissions.

“Interstate travel is also more environmentally friendly. Last month, the American Transportation Research Institute studied the environmental impact of the Maine truck weight pilot project by comparing the operation of a heavier truck over an interstate route versus a state highway route. The study found a 14 to 21 percent efficiency improvement in miles per gallon and estimated a carbon emissions reduction of 6 to 11 percent.

“By raising interstate weight limits for six-axle, higher productivity vehicles, we can safely ship freight on fewer trucks and make our highways safer and greener. In one year, we expect these

projects to prove that carefully crafted truck weight reform improves the safety, efficiency and productivity of our nation's highways.”

**About the Coalition for Transportation Productivity**

The Coalition for Transportation Productivity (CTP) is a coalition of more than 140 shippers and allied associations dedicated to addressing the safety, economic and environmental challenges facing our nation's freight transportation network.

CTP supports the Safe and Efficient Transportation Act of 2009 (H.R. 1799), sponsored by Reps. Michael Michaud (D-ME) and Jean Schmidt (R-OH). The bill would give each state the option to increase its interstate vehicle weight limit to 97,000 pounds for trucks equipped with a sixth axle for safety. The additional axle maintains current braking capacity and weight-per-tire-distribution and minimizes pavement wear. Under the legislation, shippers could more fully fill their rigs to boost shipping efficiency without changing truck size. Additionally, a user fee imposed by the bill would fund vital bridge repair.

For more information, visit [www.transportationproductivity.org](http://www.transportationproductivity.org).

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