

TRUCK WEIGHT REFORM

California's Food Processors



**Make Trucks Happy...
Let'Em Carry A Full Load**

IMAGINE...

- 370,000 fewer loads
- 115,000,000 less miles
- 23,000,000 gallons fuel saved
- 230,000 tons of CO₂ removed
- 2,800 tons of NO_x removed

For CLFP members alone, not counting millions of other loads, all kinds.



Clean California's Air

The U.S. Congress is taking up transportation legislation this year and truck weight limits will be part of it. One bill, HR 1799 (Michaud) does just that. The California League of Food Processors, representing the state's industry, is supporting increased limits. Why?

California's food processing industry is generally wholly dependent upon commercial trucking for delivery of raw products. Trucks also deliver supplies, ingredients, packaging and a host of other materials needed for processing. Trucks are also a major component in the distribution of finished goods. Initial estimates suggest California's food processors account for 1.5 million truck loads of these three types of cargo. The gross vehicle weight for trucks in California has been limited to 80,000 pounds. While most truck and trailer combinations can safely carry more, this limit restricts the truck load potential. For example, a typical 5-axel truck - two trailer combination, used extensively in the industry, is allowed 20,000 pounds for each non-steering axle and the physical capacity limit for the steering axle, which may be in the range of 12-14,000 pounds. This potential total of 92-94,000 pounds is presently capped at 80,000. Lifting the cap would allow an increase in payload, "carry a full load", with essentially no modification to existing equipment. Three trucks could carry the load of four. It's a win for everyone.

Full truck loads may prompt some concerns about traffic safety and road wear. Reports of research and studies addressing these issues are available at <http://ag-haul.org/research.html>.

The California League of Food Processors urges anyone interested in cleaner air, energy/fuel efficiency and overall productivity to support greater utilization of existing transportation resources.



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