

MULTI-STATE HIGHWAY TRANSPORTATION AGREEMENT
RESOLUTION 2008-801 IN SUPPORT OF THE STRATEGIES FOR REDUCING THE TRUCKING
INDUSTRY'S CARBON FOOTPRINT

WHEREAS, MHTA seeks to encourage an economically viable transportation industry and environmentally responsible, and

WHEREAS, the industry recognizes the correlation between lower speeds and fuel consumption. A truck traveling at 65 mph consumes 27 percent less fuel than one traveling 75 mph saving 2.8 billion gallons of fuel in a decade and reducing CO₂ emission by 31.5 million tons. That is equal to a year's CO₂ generated by 9 million Americans. If automobiles traveled at 65 mph rather than 75 mph, consumption of gasoline would drop by 8.7 billion gallons, with an accompanying drop in CO₂ emissions of 84.7 million tons. We recommend educating the public and industries regarding the fuel savings gained through voluntary speed reductions.

WHEREAS, Reduce Idling – The industry suggests a recommended federal solution to non-discretionary idling through highway infrastructure improvements and reducing discretionary idling through incentives for new technology because idling in congested traffic, or running the engine for comfort while resting, annually consumes an estimated 1.1 billion gallons of diesel fuel; and

WHEREAS, Fuel Efficiency – the industry recommends a program of fuel efficiency urging shippers and carriers to join the U.S Environmental Protection Agency (EPA) Smart-Way-SM Transport Partnership Program to achieve great national gains in fuel efficiency and carbon reduction. In addition, to continue to fund the Smart-Way Program; and

WHEREAS, Congestion Reduction – The industry advocates initiatives to improve highway infrastructure to reduce congestion, including a 20-year program, focused initially on fixing critical bottlenecks, and longer-range ideas creating truck-only corridors which would permit carriers to further increase the use of more productive vehicles; and

WHEREAS, More Productive Truck Combinations – allowing broader operation of higher productivity vehicles and expanded use of western LCV units would reduce the number of trucks needed on the road. Research shows that increased volumes of freight can be moved with less fuel and fewer emissions by using a smaller number of large trucks rather than a larger number of small trucks; and

WHEREAS, Fuel Economy Standards – the industry supports setting technologically feasible national fuel economy standards for medium- and heavy-duty trucks that reduce fuel consumption if they do not compromise the performance of the vehicles.

NOW, THEREFORE BE RESOLVED that the members of the Multi-state Highway Agreement (MHTA) do herewith support the major goals of the trucking industry. With thin profit margins and fluctuating fuel cost, carriers must increase fuel efficiency and minimize fuel consumption to reduce their carbon footprint and to lessen the environmental impact; and

BE IT FURTHER RESOLVED that the MHTA states firmly believe that advancing the recommendation herein will significantly reduce the carbon footprint of the trucking industry while moving the nation's freight more efficiently than ever.

Proposed for adoption by the MHTA Cooperating Committee, June 28, 2008