

CHASSIS

(Cont. from pg. 3)

maintenance is expected to result in fewer chassis being placed out-of-service and fewer intermodal chassis breakdowns, thus improving the Nation's intermodal transportation system. Because inadequately maintained intermodal chassis create risks for crashes, this final rule should also help ensure that commercial motor vehicle operations are safer.

IEPs must submit the IEP Identification Report (Form MCS-150C) and must establish systematic inspection, repair, and maintenance programs by 12/17/09. IEPs must mark their equipment by 12/17/10.

HEALTH

(Cont. from pg. 2)

The study's workers averaged 22 years on the job and were predominantly Caucasian living in the South or Midwest.

The research from Harvard University Medical School and UC Berkeley School of Public Health was published in the journal *Environmental Health Perspectives* in October.

In 1998, diesel exhaust PM was identified as a toxic air contaminant based on its potential to cause cancer, premature death, and other health problems. The findings of this study were presented to the California Air Resources Board on December 11, 2009. It is the conclusion of the presenter that the results along with previous studies support current efforts to reduce emissions from both diesel vehicles and other sources of vehicle and traffic-related emissions.

TAX

(Cont. from pg. 1)

thought, money and legislative endorsement which could take years to work out, but it does appear to be coming.

Maybe the solution is to build better, longer-lasting roads to reduce the cost to the motoring public. I have seen for myself new roads constructed which needed repair/reconstruction within a year's time. In the 1980s, American steel makers had their hats handed to them by foreign companies when they resisted modernization that resulted in stronger, lighter and cheaper steel. Maybe we need to invest in better concrete and/or blacktop to keep our roads from needing such frequent repairs. Why is the solution always higher taxes? A stronger, lighter and cheaper product and paying less sounds better.

The information in this newsletter is taken from sources which we believe to be reliable, but is not guaranteed and isn't necessarily a complete statement of all the available data. Conclusions are based solely upon our best judgement and analysis of technical factors and industry information sources.



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Per-Mile Driving Tax

May not be just for truckers

The new year has brought with it a new problem for the motoring public. As the country's economic woes worsen and state budgets herniate under surmounting debt, lawmakers are taking a long, hard look in every nook and cranny for new ways to generate much needed income to fund highway projects — that could mean big changes on the horizon.

State tax revenues from gasoline have fallen drastically over the past year as Americans drove less and often in more fuel-efficient vehicles which has left significantly less money to maintain roads. One of the newly proposed solutions to this crisis is a per-mile driving tax as a supplement to (or replacement for) the tax-per-gallon system. In a number of states, e.g. Oregon, Rhode Island, Virginia and North Carolina, representatives are asking lawmakers to consider such a tax.

In Oregon, Governor Ted Kulongoski has proposed a tax-per-mile solution, but realizing that it will not be a quick fix, is also proposing a 2-cent fuel tax increase. Rhode Island officials are said to be considering charging tolls at the state lines on every interstate highway in addition to a per-mile tax. Virginia delegate, David Poisson (D-Loudoun), argues that his per-mile measure should be adopted by the legislature in 2009. Citing inflation and escalating construction costs, Poisson said, "tax receipts are dropping as soaring gas prices and a weak economy reduce traffic volume. When people do drive, it is in more fuel-efficient cars, which only makes our revenue

problems worse. Clearly, we can't continue this way."

There are many mixed feelings regarding this type of tax. For one, the technology to accomplish it has the potential to invade on one's privacy. As global positioning technology would likely be the technology of choice to track a vehicle's mileage, the vehicle's occupants would also be tracked and that doesn't sit well with everyone. In an August 2007 public opinion survey for the Minnesota Department of Transportation on a mileage based user fee, participants of their focus group were noted as being very skeptical of the claim that the information gathered would not be tracked, frequently referring to being watched by "Big Brother". Additionally, since it's likely that this technology will be implemented on newer vehicles only, how are we to ensure that this type of tracking will be equal to the gas-per-gallon tax? Will there be special devices at the pump to know if we are a per-mile payer or per-gallon payer? And then there's the issue of states paying states as vehicles cross boundary lines.

Any plan for a mileage-based tax will require additional

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Trucking industry workers with regular exposure to vehicle exhaust from diesel and other types of vehicles on highways, city streets, and loading docks, etc., have an elevated risk of heart disease and lung cancer. That was the findings of a recently released study using research from Harvard University Medical School and UC Berkeley School of Public Health.

The results of the study suggest lung cancer mortality in workers with a history of regular exposures to particulate from diesel exhaust and other mobile sources is elevated and increases with increasing exposure duration. The increase in lung cancer risk suggests a contribution from diesel exhaust and a mix of vehicle emissions from other sources because each group of workers had different patterns of current and historical exposures.

Mortality risk increased linearly with years of employment and was similar across job categories despite different current and historical patterns of exhaust-related particulate matter from diesel trucks, city and highway traffic, and loading dock operations. Smoking behavior did not explain variations in lung cancer risk.

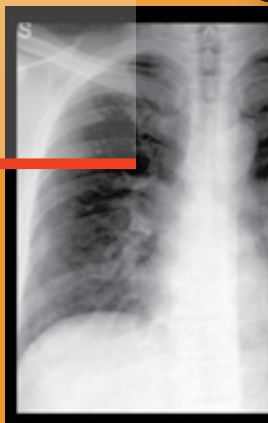
Work records were obtained for 31,135 male members of the Teamsters union from four companies. The study analyzes workers' exposure histories up to the year 2000 and health outcomes between 1985 and 2000.

There were 4,306 deaths and 779 cases of lung cancer, including 734 deaths where lung cancer was the underlying cause.

HEALTH
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Study Finds **Increased Heart Disease And Cancer Risk** For The Trucking Industry

"The surgeon general's 2006 report found a similar lung cancer risk for non-smokers who live with a smoker", James Goldstene, California Air Resources Board.



OBEY THE SIGN!

Speeding reduces a driver's ability to steer safely around curves or objects in the roadway, and it extends the distance required to stop a vehicle in emergency situations.

A message from the National Highway Traffic Safety Administration.
(www.nhtsa.dot.gov)

SPEED
LIMIT
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Trucking Safety Statistics

From 1986 to 2006, there has been a 41% increase in registered large trucks and an 84% increase in miles traveled by large trucks. Over the same time period, the number of large trucks involved in fatal crashes has declined by 5%, and the vehicle involvement rate for large trucks in fatal crashes has declined by more than 41%.

In 2006, the large truck fatal crash rate was a record low 1.93 fatal crashes per 100 million vehicle miles traveled, compared with 2.03 fatal crashes per 100 million vehicle miles in 2005. This has decreased from 4.58 in 1975, the first year the USDOT began keeping records. Over the past decade alone, the large truck fatal crash rate dropped by 14%.

A 2006 Virginia Tech analysis of two studies conducted for the Department of Transportation found that 78% of crashes were caused by passenger car drivers. A AAA study in

July 2002 found that 80% of crashes were caused by car drivers.

In fatal crashes involving a car and a large truck, 35% of the time the crash occurred in one of the four blind spots surrounding large trucks. In 2006, rear-end collisions where passenger cars strike large trucks were 2.7 times more likely than large trucks rear-ending passenger cars. Head-on collisions where passenger cars encroach into the truck's lane are more than 10 times more likely to occur than vice-versa.

The trucking industry has a zero tolerance standard in place for drug and alcohol use. The latest violation rate for alcohol use on the job, based on random alcohol testing of truck drivers, is just one-tenth of one percent (0.1 percent). In fact, alcohol involvement for large truck drivers in fatal crashes has declined by 80% over the past 20 years.

For all fatal large truck crashes, the FMCSA estimates fatigue to be a primary factor 8% of the time.

Source: the American Trucking Association (www.truckline.com)



New Regulations Force Intermodal Chassis To be Roadworthy

The Federal Motor Carriers Safety Administration (FMCSA) has adopted regulations requiring intermodal equipment providers (IEPs) to: establish a systematic inspection, repair, and maintenance program to assure the safe operating condition of each intermodal chassis; register and file with FMCSA an Intermodal Equipment Provider Identification Report (Form MCS-150C); maintain documentation of their maintenance program; and provide a means to effectively respond to driver and motor carrier reports about intermodal chassis mechanical defects and deficiencies.

The regulations also require IEPs to mark each intermodal chassis offered for transportation in interstate commerce with a U.S. Department of Transportation ID number. These new regulations, for the first time, make IEPs subject to the Federal Motor Carrier Safety Regulations and call for shared safety responsibility among IEPs, motor carriers, and drivers. Additionally, FMCSA adopts inspection requirements for motor carriers and drivers operating intermodal equipment.

Before operating any intermodal equipment over the road, the driver accepting the equipment must inspect its components and be satisfied that they are in good working order; and must report to the IEP, or its designated agent, any known

damage, defects, or deficiencies in the equipment at the time it is returned. FMCSA will conduct roadability reviews on IEPs. A roadability review is an on-site examination of an IEP's inspection, repair, and maintenance operation and records. Improved

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DIESEL AVERAGES

	1/12/09	12/15/08	1/14/08
East Coast	2.395	2.534	3.391
New England	2.621	2.740	3.621
Central Atlantic..	2.516	2.642	3.510
Lower Atlantic....	2.322	2.469	3.318
Midwest.....	2.289	2.406	3.288
Gulf Coast.....	2.244	2.378	3.266
Rocky Mtns.....	2.235	2.350	3.261
West Coast	2.353	2.303	3.420
California.....	2.334	2.292	3.459

Prices listed above are diesel averages in dollars per gallon.

Up-to-date statistics are available from the Department of Energy at: (202) 586-6966 or their website www.eia.doe.gov.

National Gasoline Avg: **\$1.784**

National Diesel Avg: **\$2.314**

