



**StandUP**  
FOR TRUCKING



# Why You Should Stand Up For Trucking

Trucking is the engine that drives the U.S. economy. Restricting or limiting trucking productivity harms corporate supply chains, damages the economy, and results in fewer jobs.

**Leading industry associations are taking this key message to Washington, D.C. during an orchestrated Fly-In on Wednesday, Feb. 1, 2012.**

You'll have the opportunity to become more educated on the issues, more connected to your industry peers, and voice your opinions to lawmakers on critical transportation issues.

**For more information and to register for the Washington Fly-in, visit [www.StandUpForTrucking.org](http://www.StandUpForTrucking.org)**



## KEY FACTS:

- The trucking industry is the backbone of the nation's economy, with nearly 7 million Americans working in trucking-related jobs, including approximately 3.5 million commercial truck drivers.
- Trucks moved \$8.3 trillion worth of goods in 2007, and trucking industry revenues account for 4% of the U.S. gross domestic product.
- 80% of all U.S. communities depend solely on trucks to deliver their essential every-day products.
- From food and clothing, machinery, electronics to pharmaceuticals and toys, this country's manufacturers, wholesalers, retailers, farmers, utilities, and service industries all depend on trucks to get the job done.

## THE TRUCKING INDUSTRY IS SAFER THAN EVER

According to the latest report from the FMCSA, the large truck fatal crash rate fell to 1.0 crashes per 100 million miles in 2009 from 1.1 crashes per 100 million miles traveled in 2008. In fact, since 2000 the fatal crash rate for large trucks has fallen 54.5%. This is more than twice as much as the passenger vehicle fatal crash rate, which dropped just 25% in the same time period.

## TRUCKS ARE CLEANER THAN EVER

A model year 2010 truck produces one-tenth the fine particulate emissions and smog-forming Nox emissions compared to a similar truck manufactured just four years ago. Overall fine particulate emissions from on-road diesel engines have been significantly reduced, by more than half, over the past decade.

## LET YOUR VOICE BE HEARD. OUR COUNTRY NEEDS TO:

- Enact a multi-year highway bill that reforms the program and focuses funding on critical freight corridors
- Pay for highway infrastructure in the most efficient way — through taxes on fuel, including diesel fuel, not tolls. To raise the same amount of money, tolls must be significantly higher than a fuel tax because they are very expensive to administer and, if operated by a private entity, must provide a healthy return on investment. Toll also constitute double taxation, since vehicles pay both existing user fee taxes plus the toll.
- Stop burdensome laws and regulations that impede productivity and increase the delivered cost of goods, including proposed changes to the hours of service regulations for truck drivers.