



**Trucks Deliver a Cleaner Tomorrow**

**Glen Kedzie**

**Vice President Environmental Affairs &  
Assistant General Counsel**



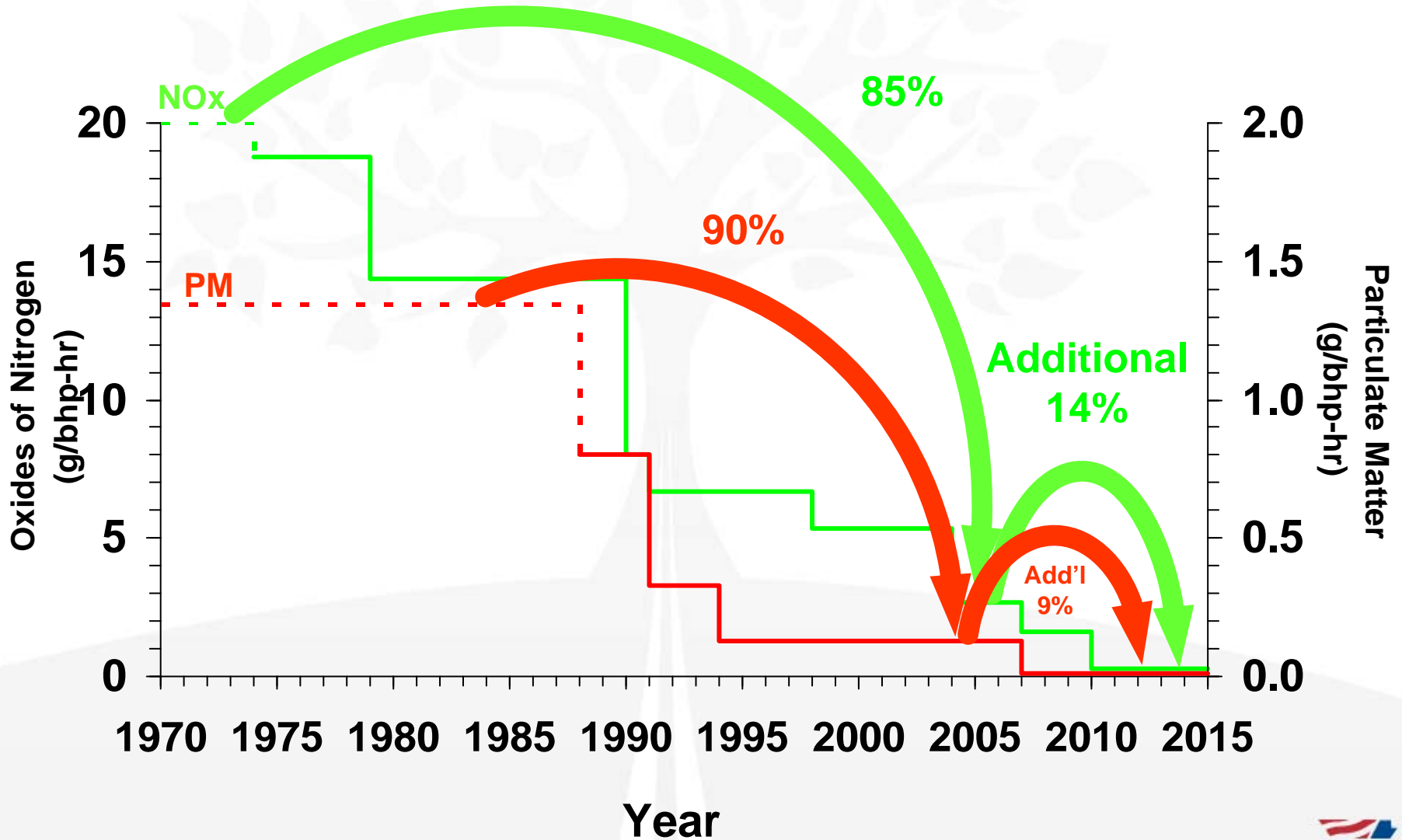
# 37,000+ ATA Members



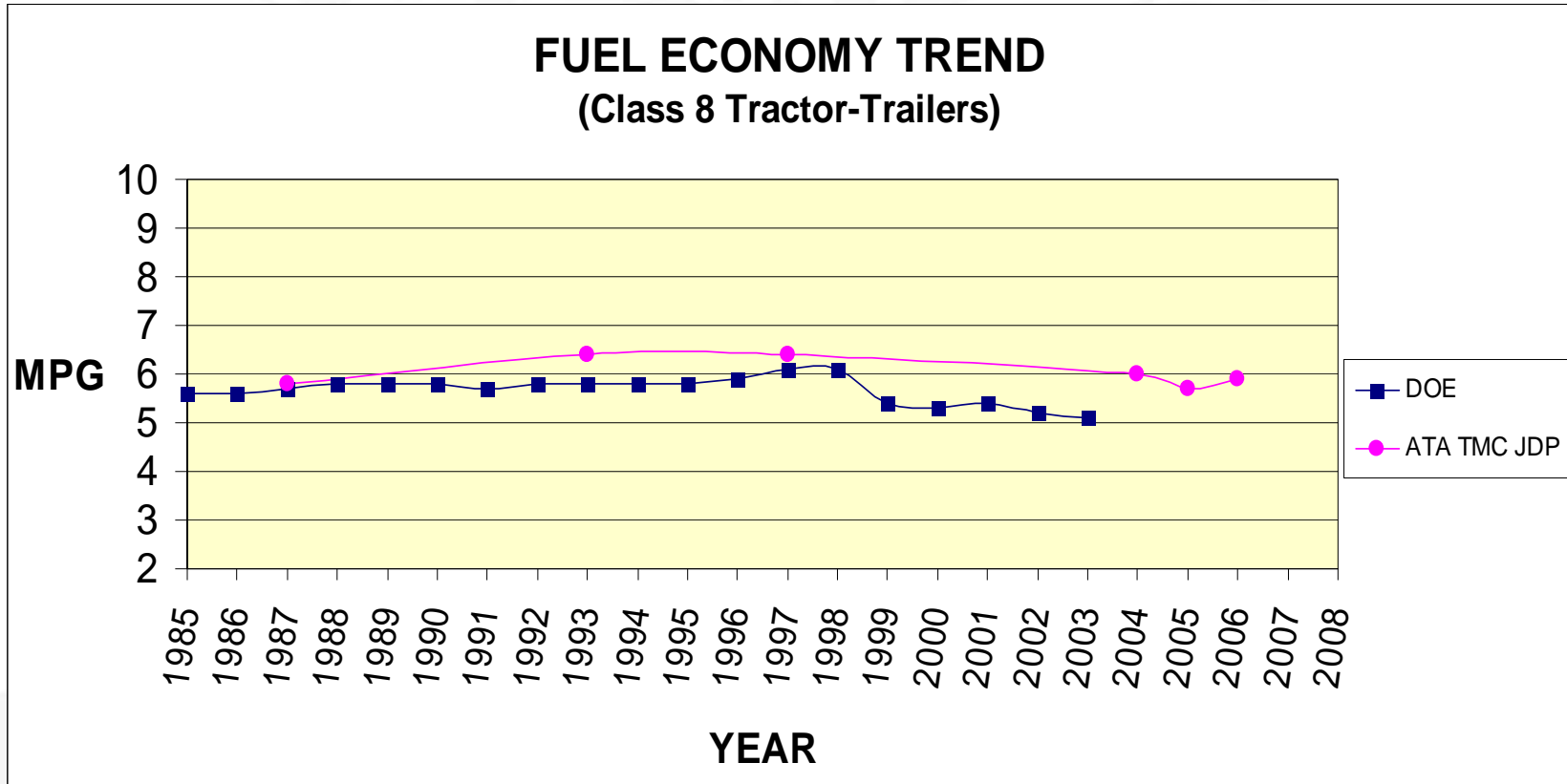
- **Trucking Companies and Industry Suppliers**
- **50 State Trucking Associations**
- **Affiliated Organizations**
  - Agriculture & Food Transporters;
  - Automobile Carriers Conference
  - Intermodal Motor Carriers Conference
  - Distribution & LTL Carriers Association
  - Truckload Carriers Association
  - National Tank Truck Carriers Association
- **Councils**
  - National Accounting & Finance Council
  - Safety & Loss Prevention Management Council
  - Technology & Maintenance Council
  - Information Technology & Logistics

# Historical Background Information

# Emission Improvements

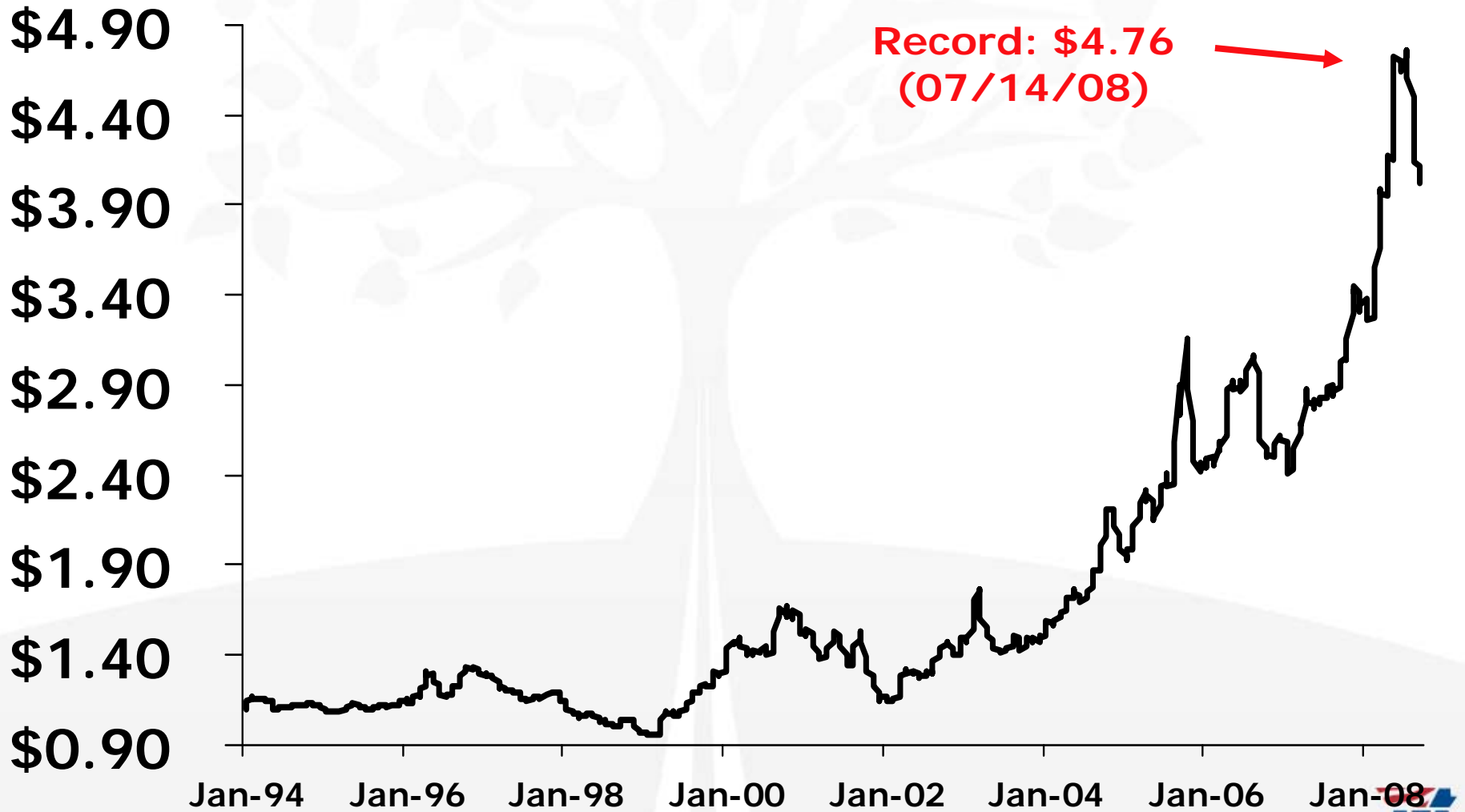


# Fuel Economy Trends



# Diesel Prices

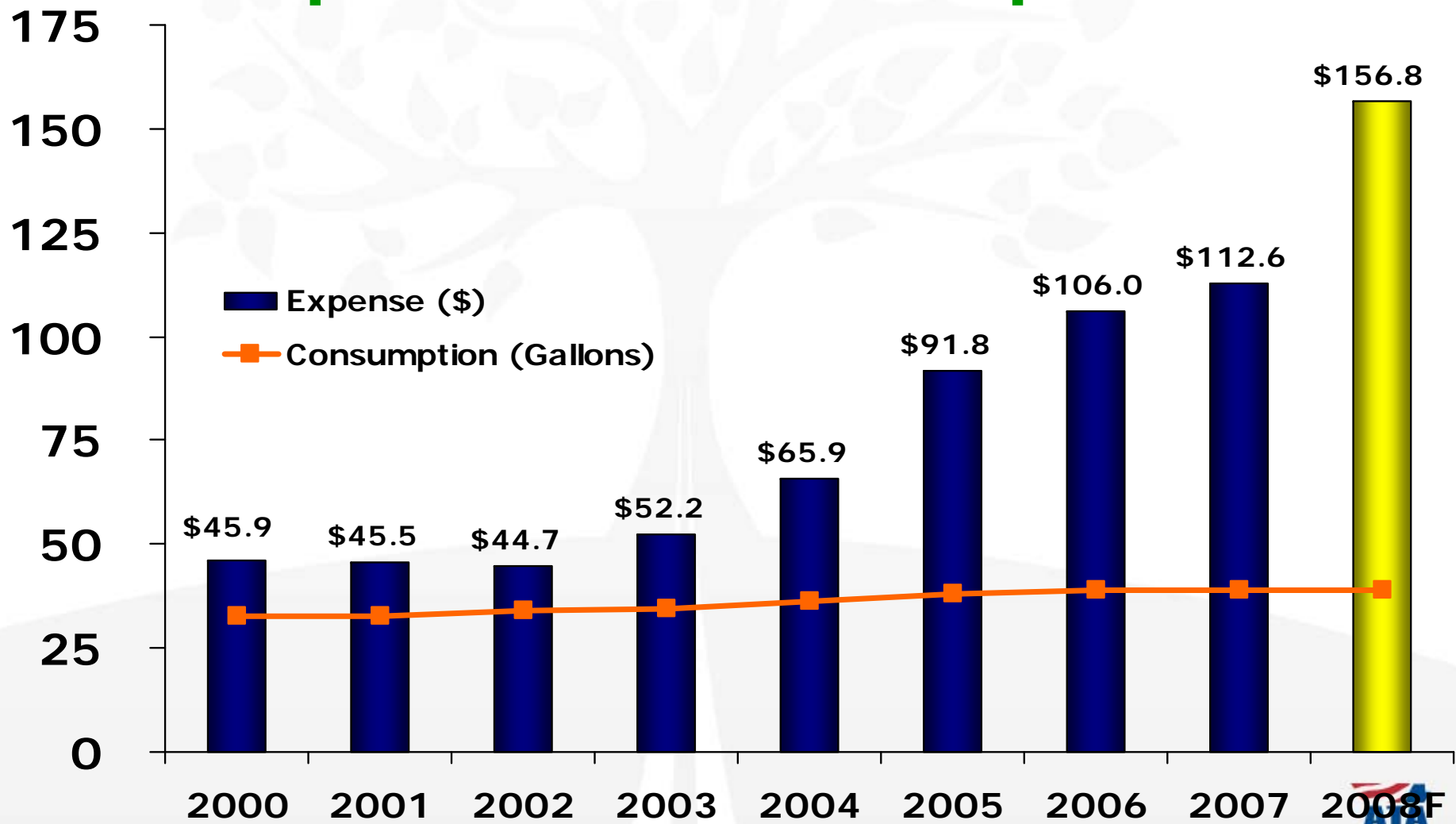
(Cost Per Gallon)





# Trucking's Annual Diesel Expense and Consumption

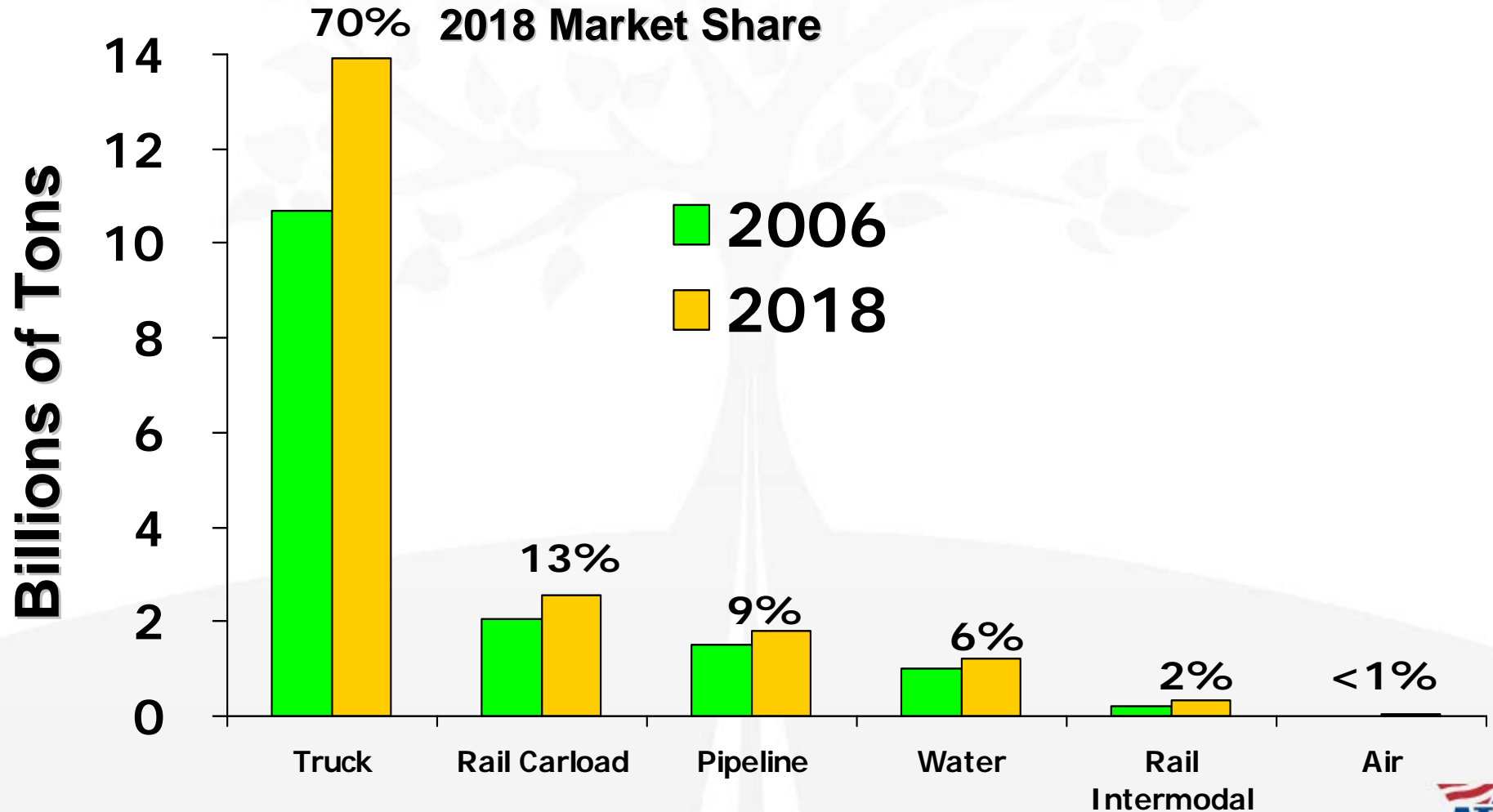
Billions



Source: ATA



# Freight Tonnage Projections (2006 to 2018)



Sources: ATA and Global Insight

May not equal 100% due to rounding





# GHG Sources



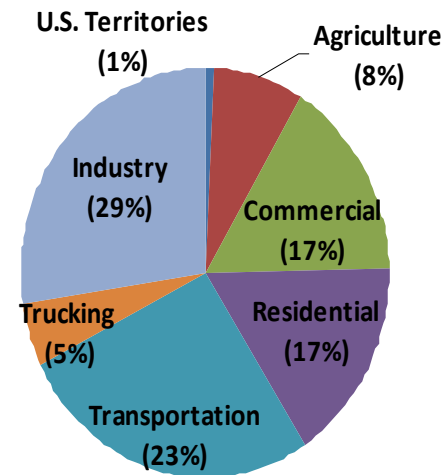
## GHG Percentages (2006 CO<sub>2</sub> Equivalents)

CO <sub>2</sub>	84.80
CH <sub>4</sub>	7.90
N <sub>2</sub> O	5.20
HFCs	1.80
PFCs	0.09
SF <sub>6</sub>	0.25

---

Total 100.00

## 2006 Emissions by Sector



# ATA's Solution

# ATA's Sustainability Plan



- 10-year commitment from entire industry to further reduce fuel consumption and cut CO<sub>2</sub> emissions
- Program includes six key recommendations set out on a dedicated sustainability-focused Web site [www.trucksdeliver.org](http://www.trucksdeliver.org)

# Greening the Industry



1. Set a national speed limit of 65 mph for all vehicles and govern truck speeds at 65 mph for trucks manufactured after 1992
2. Decrease idling
3. Increase fuel efficiency by participating in SmartWay<sup>SM</sup>
4. Reduce congestion through highway improvements
5. Promote more productive truck combinations
6. Support national fuel economy standards

# Speed Limits/Governing



- Reducing speed limits for trucks to 65 mph could save:
  - 2.8 billion gallons of diesel fuel in 10 years
  - 31.5 million tons of CO<sub>2</sub> emission
- National speed limit of 65 mph for all vehicles could save:
  - 8.7 billion gallons of gasoline in 10 years
  - 84.7 million tons of CO<sub>2</sub> emissions
- Govern truck speeds at 65 mph for trucks manufactured after 1992



# Reduce Idling

- 1.1 billion gallons of diesel is consumed every year while trucks idle
- Long-duration truck idling now emits 13.3 million tons of CO<sub>2</sub> annually
- New technology to minimize idling has the potential to reduce CO<sub>2</sub> emissions by 67 to 133 million tons over 10 years



# Improve Fuel Efficiency



- EPA SmartWay<sup>SM</sup> voluntary GHG reduction program for fleets
- Over 1,000 partners; over 375K trucks and 29 billion travel miles
- Trucking companies must develop three-year plans to reduce fuel use and emissions to qualify as SmartWay<sup>SM</sup> members
- Trucking partners will reduce fuel consumption in 2008 by over 600 million gallons
- By 2012 participants will reduce their emissions by 48 million tons of CO<sub>2</sub>



# Reduce Congestion



- To reduce congestion on the highways ATA is calling for:
  - Funding to fix the most critical bottlenecks (with dedicated fuels tax if necessary)
  - Increased highway capacity
  - Truck-only corridors in key areas
- If 437 key congestion bottlenecks were eliminated the trucking industry could save:
  - 4.1 billion gallons of fuel over a 10 years
  - 45.2 million tons of CO<sub>2</sub> emissions





# Use More Productive Truck Combinations



- Allowing higher vehicle weights or increasing the use of longer combination vehicles will reduce the number of trucks on the road
- Allowing broader operation of trucks with higher maximum weight and heavier double 33-foot trailers could save:
  - 20.5 billion gallons of diesel over 10 years
  - 227.3 million tons of CO<sub>2</sub>



# Increase Fuel Economy



- ATA supports increasing fuel economy standards for medium- and heavy-duty trucks that are technologically and economically feasible and do not compromise truck performance
- Fleets are improving average fuel economy using new engineering features, driving techniques, aerodynamic adjustments, and design improvements



“The best way to predict the future is to create it.”

*Walt Disney*



**Thank You.**

**[gkedzie@trucking.org](mailto:gkedzie@trucking.org)**

**703.838.1879**